

The Mining Journal.

RAILWAY AND COMMERCIAL GAZETTE:

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 1373.—Vol. XXXI.

LONDON, SATURDAY, DECEMBER 14, 1861.

(STAMPED.....SIXPENCE.
(UNSTAMPED..FIVEPENCE.

MR. JAMES CROFTS, SHAREBROKER,
No. 1, FINCH LANE, CORNHILL. (Established 17 years.)
The following SHARES are BELOW THEIR REAL VALUE, if to be bought at or about the quotations, and quite safe as INVESTMENTS:—
Bottle Hill, 12s. 6d., 15s. 6d. Great Marthas, £1 1/4, 3/4.
Calstock Cons., 5s. 6d. North Frances, £2 1/4, 3/4.
Dyffryn (increasing dividend), £10, 11s. North Miners, 20s., 21s.
East Marthas (£2 1/2 paid), £1 1/4, 3/4. Moyle, £2 1/4, 3/4.
Wh. Grenville, £1 1/4, 3/4. Gt. So. Tolgus, £4, 3/4.
Unity, 14s., 15s.
Uny, £4 1/2, 5/4.
Prosper United, £3, 1/4.

* Holders of mining shares DIFFICULT OF SALE in the OPEN MARKET may hear of purchasers, and also parties IN ARREAR OF CALLS, or sued by merchants, may learn their true legal position and be advised how to act, by applying to Mr. Crofts.

MR. JAMES LANE, No. 44, THREADNEEDLE STREET, LONDON, E.C.

JAMES LANE has FOR SALE, at net prices:—5 Buller and Basset, £1 1/4; 20 Carn Camborne, 19s.; 2 Caradon Consols, £11; 100 Dale, 14s.; 10 East Carn Brea, £2 1/4; 20 East Budnick and Mount, 7s. 6d.; 10 East Caradon, £23; 20 East Russell, £3; 50 Great Wheal Marthas, 26s.; 50 Gurry, 14s.; 5 Gonaema, £1 1/4; 50 Great Retallack, 15s.; 10 Hington Down, 4s.; 5 Harriett, 26s.; 50 Lady Bertha, 14s. 6d.; 25 Ludcott, £2 1/4; 10 Moyle, £2 1/4; 20 Marke Valley, £1 1/4; 20 North Hattenberg, 25s.; 20 North Downs, £4 1/4; 50 North Miners, 22s. 6d.; 10 Penhale Moor, £1; 2 Providence, £41; 20 Redmoor, 5s. 6d.; 100 Ribden, 4s. 6d.; 20 Rosewall Hill and Ransom, 50 Sortridge, 15s.; 5 Seton, £130; 100 Tees Side, 4s.; 5 Trelawny, £17; 2 West Rose Down, £11; 20 Wheal Edward, £3; 10 Wheal Harrie, £18; 5 West Bryn Gwlog, £5; 50 West Silver Bank, and 100 Worthing, 11s.

PETER WATSON, ENGLISH AND FOREIGN STOCK, SHARE, AND MINING OFFICES,
79, OLD BROAD STREET, LONDON, E.C.

Telegraphic messages to Buy or Sell Railway, Mine, and other Shares and stocks punctually attended to on commission, or at net prices for cash, or for fortnightly settlements, with advice as to purchases or sales.
Seventeen years' experience (two in Cornwall and fifteen in London).
Bankers: Union Bank of London.

N.B.—There are several dividend mines paying 15 to 25 per cent. on current market price, with increasing prospects; also, several progressive mines on the eve of a dividend-paying state, the shares in which will, no doubt, have a great advance in price.

ANNUAL MINING REVIEW.—In my "WEEKLY MINING CIRCULAR AND SHARE LIST" of Fridays, the 3d, 10th, and 17th January, 1862, Nos. 197, 198, and 199 (Vol. IV), will be given AN ACCOUNT OF CORNISH, DEVON, AND WELSH MINING FOR 1861, with advice as to purchases and sales of shares.

PETER WATSON will visit Cornwall and Devon next or following week.

N.B.—If subscribers and clients will refer to my recommendations during the past four months of some dozen mines, they will find that they have advanced considerably, as predicted—some from 75 to 400 per cent., whilst others which I state should be sold, have since fallen in price.

PETER WATSON, 79, Old Broad-street, E.C.

SHAREHOLDERS IN ENGLISH AND FOREIGN

RAILWAYS, MINES, BANKS, DOCKS, AND MISCELLANEOUS SHARES.
At the urgent request of several London merchants, Stock and Mining Exchange, and local Stock Exchange Members, as well as a ready support from my friends and connections in different parts of the country, I have been induced to undertake the publication of "The London Daily Record and Share List," which will give the latest prices, and sent out every evening to the different parts of the country, which will be in the hands of subscribers 12 hours sooner than any of the London daily papers, and which will not give so much information as "The London Daily Record and Share List." The growing importance and profitable pursuit of the mining interest (especially in Cornwall and Devonshire Mines), and in which some fifty millions sterling is invested, shows the desirability of a daily record of prices and closing quotations of all the principal dividend and progressive mines. This list, which is published every evening at 5 o'clock, contains the transactions in the Stock and Mining Exchanges, English and foreign railways, English and foreign mines, joint-stock banks, American railways and securities, docks, and miscellaneous shares, price of Consols, dates of fortnightly settling-days, &c. Annual subscribers, £1 10s.; single copy, 2d.; by post, £2 2s.—Published by PETER WATSON, 79, Old Broad-street.

EAST WHEAL BASSET.—A SPECIAL REPORT on this mine (made on Thursday last) appears in PETER WATSON'S "WEEKLY CIRCULAR" of yesterday (Friday), No. 184, vol. IV. Price, 6d.
79, Old Broad-street, London, E.C.

WHEAL HARRIETT.—A SPECIAL REPORT next week in PETER WATSON'S "WEEKLY CIRCULAR."
79, Old Broad-street, London, E.C.

MR. W. LELEAN, MINE SHAREBROKER,
11, ROYAL EXCHANGE, LONDON, E.C.

RICHARD CLIFT, MINE SHAREDEALER,
late of Redruth, now 48, THREADNEEDLE-STREET, LONDON, where all letters are to be addressed.

MR. T. ROSEWARNE, 75, OLD BROAD STREET, LONDON, E.C., has BUSINESS TO TRANSACT in—
Buller, £20.
Drake Walls, 21s.
E. Caradon, £27 18s. 9d.
East Russell, £3 17s. 6d.
East Carn Brea, £9 17s. 6d.
East Grenville, 32s.
East Devon Cons., £2.
Garton, 7s. 6d.
Herodafot, £28.
And is a BUYER of—
Clifford Amalgamated.
East Carn Brea.
December 13, 1861.
Hington, £3 1/4.
Long Lake, £1 1/4.
Lady Bertha, 15s.
North Downs, £4 18s. 9d.
North Robert, 20s.
North Croft, 32s. 6d.
Sortridge, 13s. 6d.
Stray Park, £28.
So. Wh. Margaret, 7s.
West Carn Brea.
North Downs.
Bankers: Bank of London.

MR. JAMES HUME, SHAREBROKER, 74, OLD BROAD STREET, LONDON, E.C.,
THE MINING SHARE MONITOR for December contains SPECIAL INFORMATION and REPORTS on WHEAL EDWARD, SETON, EAST CARN BREA, UNY, NORRIS, DRAKE WALLS, &c.
Mr. Hume has business to transact in the above mines, as well as all other legitimate shares dealt in on the market.
Commission, 1 1/4 per cent.

MR. E. GOMPERS, MINING OFFICES,
3, CROWN CHAMBERS, THREADNEEDLE STREET, LONDON, E.C.
BUSINESS TRANSACTIONS IN BRITISH AND FOREIGN STOCKS AND SHARES.
Terms, 1 1/4 per cent.—Bankers: London and Westminster Bank.

GEORGE RICE, SHAREBROKER, 1, FINCH LANE, CORNHILL, BUSINESS TRANSACTIONS at close prices for cash or account.
Net, or 1 1/4 per cent. commission FOR SALE:—
5 Caradon Consols, £10 1/2.
10 East Carn Brea, £20.
5 East Russell, £3 17s. 6d.
5 East Grenville, 32s.
5 East Devon Cons., £2.
5 Garton, 7s. 6d.
5 Herodafot, £28.
10 Great Retallack, 14s.
1 Gambler, £19 1/4.
1 Ludcott, £2 1/4.
10 North Miners, 22s.
20 Wheal Emma, 24s.
20 Toivadden, £2 1/4.
20 West Rose Down, £11.
20 Wheal Harrie, £18.
20 West Bryn Gwlog, £5.
20 West Silver Bank, and 100 Worthing, 11s.
20 West Carn Brea, £2 1/4.
20 East Russell, £3.
20 East Caradon, £23.
20 East Budnick and Mount, 7s. 6d.
20 North Hattenberg, 25s.
20 North Downs, £4 1/4.
20 North Miners, 22s. 6d.
20 Rosewall Hill and Ransom, 50 Sortridge, 15s.
20 Seton, £130.
20 Tees Side, 4s.
20 Trelawny, £17.
20 West Rose Down, £11.
20 Wheal Edward, £3.
20 Wheal Harrie, £18.
20 West Bryn Gwlog, £5.
20 West Silver Bank, and 100 Worthing, 11s.

MR. GEORGE BUDGE, SHAREBROKER, No. 4, ROYAL EXCHANGE BUILDINGS, LONDON, E.C. (Established 14 years), has FOR SALE 60 West Toivadden, 3s. 6d.; 3 Wheal Seton, £129; 50 Wheal Edward, £2 1/4; 2 East Russell, £3 17s. 6d.; 50 North Miners, 24s.; 100 Great Wheal Marthas, 26s. 6d.; 100 West Polmar, 4s.; 90 Cuddra; 120 Great Caradon, 7s. 6d.; 1 Devon Great Consols; 50 Lady Bertha, 14s. 6d.; 20 Cuddra; 20 Dale, 13s. 6d.; 10 Wheal Harrie; 3 West Caradon; 90 Redmoor, 5s. 6d.; 100 Wheal Arthur, 16s. 6d.; 5 Providence; 80 East Carn Brea, £2 1/4; 100 East Grenville; 55 Wheal Norris, £2 1/4; 100 North Nant-y-Mwyn, 3s.; 10 Wheal Grylls; 50 Great Retallack, 15s. 3d.; 25 Hington Down, £3 19s.; 20 North Basset, £3; 5 Stray Park; 50 Wheal Union, £2 1/4; 3 Trelawny, £17 1/4; 10 Marke Valley, £10 7s.; 40 North Downs, £4 18s. 9d.; 50 East Russell, £3 17s. 6d.; 4 Wheal Mary Ann, £17; 50 Buller and Basset; 2 North Treaskerby, £2 1/4; 3 Cook's Kitchen, £29; 50 United Mexican.
Parties who would be induced to buy or sell shares by the recommendations contained in circulars or advertisements, would do well first to submit their offers to Mr. Budge.

GEORGE MOORE,
1, CROWN COURT, THREADNEEDLE STREET.
In any business that GEORGE MOORE is favoured with, in which he is the buyer, he will give CASH ON RECEIPT OF TRANSFER.

JAMES HERRON has FOR SALE the following SHARES, at

the prices quoted, and FREE OF COMMISSION:—
10 Alfred Consols, 12s.
1 Buller.
10 Roseandale, 19s.
3 Bryn Gwlog, £29.
1 Billins.
10 Bottle Hill, 12s. 6d.
10 Bryntall.
20 Bon Accord, 12s. 6d.
100 Cefn Cileon, 10s. 6d.
15 Camborne Vean, 43s.
30 Carn Camborne, 16s. 9d.
2 Cargoll, £15.
30 Carn Camborne, £29.
20 Cuddra, 38s. 6d. (including call).
3 Clifford Amalgamated, £20 1/2.
1 Condurow.
50 Dale, 13s.
20 Drake Walls, 19s. 9d.
2 Ding Dong.
10 East Russell, £2 1/4.
10 East Carn Brea, £10.
20 East Grenville, 30s. 9d.
2 East Caradon, £23.
30 East Alfred, 22s. 6d.
1 East Basset, £29 1/4.
2 Gt. Fortune, £12 1/2.
1 Gambler, £19 1/4.
30 Great Alfred, 8s. 6d.
50 Great Moelwyn (£1 15s. paid), 22s.
50 Great Crinias, 18s. 9d.
50 Great Marthas, 26s. 6d.
30 Great Retallack, 14s. 9d.
20 Great Northern, 28s. 9d.
20 Gt. So. Tolgus, £4 1/4.
25 Hington Down, 4s.
10 North Basset, £29 1/4.
10 North Rhine, 12s.
1 No. Roskar, £19 1/4.
20 North Buller, £2 1/4.
25 North Robert, 20s. 6d.
20 North Hafod, 10s.
10 North Croft, 32s. 6d.
5 Old Tolgus.
2 Providence, £42.
10 Par Consols, £7 8s. 9d.
20 Prosper United, 39s. 6d.
30 Fort Phillip, 30s.
20 Polgar, £4.
2 Rosewarne Utd., £18 15s.
20 Rosewall Hill, &c.
50 Ribden, 4s. 6d.
10 St. John del Rey, £50.
2 Stray Park, £22.
30 So. Condurow.
1 St. Ives Cons., £29 1/4.
40 Sortridge Cons., 13s.
50 So. Caradon Hooper, 15s.
20 St. Day, 10s. 3d.
5 S. Bryn Gwlog, £25.
1 South Tolgus.
2 S. Wh. Frances, £29 1/4.
1 Silver Rake.
2 Trelawny, £16 1/2.
50 Tamar Cons., £1 3s.
20 Tincroft, £7 18s. 9d.
10 Toivadden, £2 1/4.
20 Trelawth, 26s. 9d.
50 Tees Side, 4s.
2 W. R. Down, £10 1/4.
5 West Stray Park, £3 1/4.
10 Wheal Unity, 13s. 6d.
1 West Seton, £29 1/4.
1 W. Basset, £13 15s.
100 Worthing, 11s.
2 Wendron Cons., £10 1/2.
20 Wh. Grenville, 32s. 6d.
20 Wheal Harriett, £2 1/4.
20 Wheal Crebor, 9s. 6d.
5 Wheal Edward, £2 1/4.
30 West Polmar, 4s. 9d.
1 West Sharp Tor.
20 West Tolcarne, 6s. 6d.
10 Wheal Moyle.
30 West South Caradon, 18s. 9d.
1 Wheal Seton, £20 1/2.
5 Wheal Grylls, £14 1/4.
15 Wheal Harrie.
2 West Bryn Gwlog, £13.
5 West Trevelyan, £2.
20 West Wendron, 2s. 9d.
20 West Condurow (offer wanted).
30 West Silver Bank, 20s.
1 Wheal Seton, £129.
30 United Mex., £7 18s. 9d.
20 Wheal Norris, £2 1/4.
20 Wheal Union, £2 1/4.
5 West Basset, £14 1/4.

And a BUYER of 100 North Miners, 20 East Carn Brea, 5 West Sharp Tor, 5 Old Tolgus United, 10 Bryn Gwlog at £29, 50 Rosewall Hill and Ransom, 5 Providence, 50 Tincroft, 5 North Roskar at £18; and 50 Wheal Arthur.
Mr. HERRON has, during the last four months, constantly recommended his friends to purchase shares in Rosewall Hill and Ransom United at prices ranging from 22s. to 27s. 6d., which are to-day saleable at 55s. to 60s.; and should the mine continue to look as well as at present, the shares must advance to a much higher figure.
Mr. HERRON has selected four other progressive mines selling at a heavy discount, which in his opinion possess equal chances of success, and he will be happy to consult with those who wish to invest in mining property.
2, Adam's-court, Old Broad-street, Dec. 13, 1861.

MESSRS. VIVIAN AND REYNOLDS, 68, OLD BROAD STREET, LONDON, E.C., MINING ENGINEERS, INSPECTORS OF MINES, COMMISSION, AND GENERAL AGENTS FOR THE PURCHASE OR SALE OF MINE SHARES, RAILWAY, AND EVERY OTHER DESCRIPTION OF STOCK.
Commission on share transactions, 1 1/4 per cent. on £100 and above, and 2 1/4 per cent. for less sums.

MR. C. POWELL, MINE SHAREBROKER,
2, SPREAD EAGLE COURT, FINCH LANE, LONDON, E.C.

MR. EDWARD COOKE, SHAREBROKER,
5, HERCULES PASSAGE, near the Stock Exchange, London, TRANSACTS BUSINESS FOR PRINCIPALS IN RAILWAY, MINE, BANK, AND INSURANCE SHARES, &c., at the usual Stock Exchange rate of commission, and from the contiguity of his office to that institution he is enabled to operate promptly on all orders entrusted to his charge, either by telegraph or post. The following SHARES FOR SALE, at net prices:—
50 Great Retallack, 17s.
25 Wheal Unity, 15s.
1 Copper Hill, £10.
2 West Caradon, £22 1/2.
2 Long Lake, £1 1/4.
25 North Miners, 22s.
50 New South Caradon, 6s.
5 Wheal Grylls, £1 1/4.
10 Hington Down, 4s.
5 East Carn Brea, £10 1/4.
20 Wheal Moyle, £2 1/4.
25 East Damsel, £1 1/4.
5 East Caradon, £23.
10 Emily Henrietta, £4.
10 North Basset, £29 1/4.
10 Wheal Union, £2 1/4.
25 Sortridge Consols, 14s.
25 Carn Camborne, 16s. 9d.
20 Wheal Arthur, 17s. 6d.
10 Wheal Edward, £2 1/4.
10 West Polmar, 7s. 6d.
5 Wheal Harrie.
20 So. Herodafot, 12s. 6d.
5 Marke Valley, £10 1/4.

A Map of New South Caradon, together with reports from Capt. Johns, of West Caradon, and others, sent on application.
Dec. 13, 1861. Bankers: London and Westminster, Lothbury.

MR. GEORGE BATTERS, 5, COWPER'S COURT, BIRCHIN LANE, DEALER IN BRITISH MINING SHARES AND OTHER SECURITIES.
Mr. BATTERS, from long experience and intimate acquaintance with all Mining Stocks, can advise as to investment of capital, at closest market prices, and has made a selection of Dividend paying and sound Progressive Stocks into which he can with confidence recommend investments at present prices.

The favourable turn in the market for metals, and the cheapness of money, would point to prices having seen their lowest for the present.
Mr. BATTERS is a BUYER of Bryn Gwlog, Carn Brea, Cook's Kitchen, Devon Great Consols, East Caradon, East Carn Brea, Herodafot, Marke Valley, North Downs, Providence, South Caradon, Stray Park, West Caradon, Wheal Seton, Billins, and Silver Rake. And is a SELLER of 10 Bryn Gwlog, £29 1/4; 50 Bottle Hill, 13s.; 5 Cook's Kitchen, £29 1/4; 80 East Budnick and Mount, 6s. 6d.; 10 East Caradon, £23; 20 East Carn Brea, £10; 5 Herodafot, £28 1/2; 5 Long Lake, £1 1/4; 10 Marke Valley, £10 1/4; 20 North Downs, £4 18s. 9d.; 20 North Miners, 22s.; 2 Providence, £42; 50 Sortridge, 14s.; 50 Wheal Grenville, 31s.; 2 Wheal Seton, £129 1/4; 5 Trelawny, £17 1/4.

MR. BATTERS has SPECIAL BUSINESS in the SHARES of
EAST CARADON, MARKE VALLEY, and BILLINS.

MR. THOMAS SPARGO, MINING ENGINEER,
STOCK AND SHAREBROKER,
224 and 225, GRESHAM HOUSE, OLD BROAD STREET, LONDON, E.C.
Commission, 2 1/4 per cent.

MR. J. W. HUTCHINSON (Member of the Mining Exchange)
has FOR SALE, at net prices, the FOLLOWING SHARES:—
1 East Basset, £80.
10 Ludcott, £2 11s.
2 Margaret, £41.
2 North Treaskerby, £23 1/4.
40 New Frances, 5s. 6d.
20 New Treligh, £1 4s. 6d.
2 Providence, £40 1/4.
1 Rosewarne, £19 1/4.
1 South Tolgus.
2 S. Wh. Frances, £29 1/4.
1 Silver Rake.
2 Trelawny, £16 1/2.
50 Tamar Cons., £1 3s. 3d.

MR. R. H. M. JACKMAN, MINING AND SHAREBROKER,
2, ADAM'S COURT, OLD BROAD STREET, TRANSACTS BUSINESS IN EVERY DESCRIPTION OF SHARES, at closest prices net, or on commission, but not being a dealer buys and sells only on orders confided to him.
SHARES FOR SALE, free of any commission:—
25 Dale, 14s.
50 United Mines (Tavis-
tock), 10s.
1 West South Caradon.
1 West Caradon, £51.
2 Gambler, £20.
5 Gt. So. Tolgus, £4 2s. 6d.
20 Sidney, £23 1/4.
20 Arthur, 16s.
30 Tamar Consols, 30s.
50 Round Hill, 15s.
5 Herodafot, £28.
50 North Robert, 22s.

Dec. 13, 1861. Bankers: London and Westminster, Lothbury.

MR. JAMES HAMMON, STOCK AND SHAREDEALER,
1, CROWN COURT, THREADNEEDLE STREET, LONDON.

JOHN RISLEY, SHAREBROKER,
32, LOMBARD STREET, LONDON, E.C.

MR. JOSEPH GREGORY, MINING OFFICES, 2, GREAT ST. HELEN'S, BISHOPS-GATE STREET, E.C.
Bankers: City Bank, Threadneedle-street.
Commission on purchase and sale of shares, 1 1/4 per cent.
OFFICE OF REFERENCE FOR THE BRYNAMBOR LEAD MINING COMPANY, CARDIGANSHIRE.

MESSRS. R. HORLEY AND CO., SWORN STOCK, SHARE, AND MINING BROKERS, 45, CORNHILL, E.C. (late of 2, Royal Exchange-buildings), TRANSACT EVERY DESCRIPTION OF MINING BUSINESS, on commission only, and are in a position to obtain reliable information respecting all dividend and progressive mines.
N.B.—Messrs. HORLEY and Co. publish a Weekly Mining List, with the closing prices every Wednesday, and will be most happy to forward the same (gratis) on application.

SALE OF MINING SHARES BY PUBLIC AUCTION.
MR. T. P. THOMAS'S NEXT SALE OF MINING SHARES
will take place at Garraway's, on Thursday, the 16th of January next. Persons desirous of offering shares for sale must give notice of same at the offices of the auctioneer, 2, Crown-court, Threadneedle-street, London, E.C., on or before the 9th of January.

MR. T. E. W. THOMAS, MINING AGENT AND GENERAL MINING SHAREDEALER, 16, HACKINS HEY, LIVERPOOL.
Mr. THOMAS has had placed in his hands FOR SALE a number of SHARES in the MOUNT PLEASANT LEAD MINE, near Mold, a mine likely to be much richer than at present, but which now pays in dividends a much larger percentage than any other mine in the list. Prices and particulars on application.

JOHN R. PIKE OFFERS the undermentioned SHARES at the
prices quoted, FREE OF COMMISSION:—
50 Bottle Hill, 12s. 3d.
5 Bryn Gwlog, £28 1/2.
50 Bryntall, £1.
100 Calstock Cons., 6s. 6d.
15 Calvadnock, £7 8s. 9d.
100 Cefn Cileon, 10s. 6d.
100 Carn Brea, £27 1/4.
15 Carnyorth, £1 1/4.
20 Cullin & Went, 28s. 9d.
1 Condurow, £23.
4 Craddock Moor, £24 1/4.
50 Drake Walls, 19s. 6d.
1 East Basset, £29.
100 East Rosewarne, 24s.
15 East Russell, £3 3s. 9d.
2 Gramb. and St. Aubyn, £19 18s. 9d.
100 Great Caradon, 7s. 6d.
100 Gt. Retallack, 16s.
10 Gt. So. Tolgus, 38s. 9d.
50 Great Bury, £4 16s. 9d.
50 Great Marthas.
50 Hawkmoor.
20 Hingat, Down, £3 15s.
50 Kelly Bray, 15s. 6d.
75 Lady Bertha, 13s. 9d.
5 Nor. Treaskerby, £23 1/4.
10 Old Tolgus Utd., £9.
50 Pedn-an-drea.
10 Rosewall Hill, £23 1/4.
100 Sortridge, 13s. 6d.
25 Trewatha, 27s. 9d.
100 West Polmar, 7s.
15 West Trevelyan, 22s. 9d.
100 Wheal Arthur, 16s. 9d.

And a BUYER of 5 North Roskar, 2 Wheal Basset, 1 Wheal Seton.
Mr. PIKE will be happy to insert any shares in his list free, unless sales are effected, when a commission of 1 1/4 per cent. will be charged.
3, Pinners-court, Old Broad-street, London, E.C., Dec. 13, 1861.

Now ready, Second Edition, with latest Official Statistics,
BRITAIN'S METAL MINES:
A complete Guide to their Laws, Usages, Localities, and Statistics.
By JOHN ROBERT PIKE, 3, Pinners-court, Old Broad-street, E.C.
One Shilling, or free by post for thirteen stamps.

S H A R E S W A N T E D:
1 Bottalack.
Stray Park, £31.
1 Levant.
Wheal Seton.
Kitty (Leant), £5.
Margaret.
Trencrom, 15s.
South Tolgus.
North Roskar, £18.
Commission, 1 1/4 per cent.
H. B. RYE, 77, Old Broad-street, E.C.

JAMES B. BRENCHELY, 78, OLD BROAD STREET, LONDON, E.C., has SPECIAL BUSINESS in the following, as a BUYER or SELLER. Applicants are solicited to state the number of shares on enquiry. Cash given on receipt of transfer certificates:—Bottalack, Carn Brea, Cook's Kitchen, East Basset, Great Fortune, Herodafot, North Downs, Par Consols, Providence, South Caradon, South Frances, St. Ives Consols, Tamar Consols, Tincroft, West Caradon, West Seton, Kitty, Ludcott, Margaret, Mary Ann, Trelawny, Wheal Basset. Also in Calvadnock, Drake Walls, East Carn Brea, Great Retallack, Hington Down, North Basset, Lady Bertha, New Treligh, New Frances, North Treaskerby, North Robert, North Croft, Pendeen, Sortridge, South Basset, South Caradon Hooper, South Carn Brea, Stray Park, Trencrom, West Park, West Frances, Harriett, Norris, Prosper United, Uny, Unity, and Union.
Reliable information can be obtained for those desirous to invest in British Mines, and who would do wisely to seek such before they are induced to embark in many of the adventures so highly eulogised in private lists and circulars, or in public letters.

NOTICE OF REMOVAL.
MR. FREDERICK WILLIAM MANSELL,
MINING SHAREBROKER.
On and after the 21st of December,
OFFICES at 75, OLD BROAD STREET, LONDON, E.C.

WILLIAM SEWARD, MINING BROKER, STOCK AND SHAREDEALER, 26, THROGMORTON STREET, LONDON, E.C.
Commission, 1 1/4 per cent. on £100 and above, and 2 1/4 per cent. on less sums.

MR. J. S. PHILLIPS, C.E. AND M.E., SHAREBROKER, &c.,
7, GEORGE YARD, LOMBARD STREET, LONDON.
London office for North Porthilly, and North Pool Mines. Shares should be bought in the former. (See Official Report in the Mining Journal of the 16th inst.)

JOHN GLEDHILL AND CO., MINE AGENTS AND SHAREBROKERS, MINING OFFICES, CORN EXCHANGE, LEEDS.

MR. F. LISABE, C.E. AND C.M.E., may be consulted by letter addressed to No. 38, GLOUCESTER CRESCENT, REGENT'S PARK, N.W.; or personally at his office, No. 25, MOORGATE STREET, CITY, upon all matters connected with mining.

MESSRS. C. TOOKEY, F.C.S., AND M. W. JOHNSON, F.C.S.,
ASSAYERS, ANALYSTS, AND CONSULTING CHEMISTS.
LABORATORIES, 44, LINCOLN'S INN FIELDS, W.C.

MESSRS. THOMAS PENROSE AND THOMAS PRICE
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Original Correspondence.

PUMPING WATER FROM DEEP WORKINGS.

THE SYSTEM OF COAL MINING, AS PURSUED IN THE NEWCASTLE DISTRICT.

SIR,—I am sorry the author of the Prize Essay on this subject, published in part in the *Mining Journal* of March 24, 1860, cannot favour "Enquirer" with a view of the particular case therein described of pumping water from deep workings. For this there are two reasons: he is not at present connected with the colliery in question, and the mode described is not now in use in this case. At one of the collieries now under his management a similar mode of pumping water is in operation, the length of wooden spears (pump-rods) is similar, the quantity of water greater, the level is much less, only about one-half, and the water is raised by one lift instead of two. The engine is self-contained, double-cylindrical and horizontal; diameter of cylinders, 11 inches; length of stroke, 2 feet; the pump-rods are on the second motion; the strokes of the engine to that of the spears being as 5 to 3; the length of the stroke of the spears at the engine is 2 ft. 4 in. The boiler is placed on the surface, the steam being conveyed in pipes, 277 ft. of 7-in. pipes, which supply two engines, and 274 ft. of 5-in. pipes, the engine being at this distance from the foot of the shaft; the total length the steam is conveyed being 551 feet. These are flange-pipes, with turned fans and India-rubber rings in the joints; they are in 9-ft. lengths. The steam is exhausted through 7-in. pipes, 300 ft. to the bottom of the shaft; these are also in 9 ft. lengths, spigot and faucet joints, made tight with patent cement. The whole of these pipes within the mine are embedded in a wall of masonry, which prevents cooling of the pipes, and consequent condensation of steam, and also keeps the drift-way in which they are placed sufficiently cool to prevent its destruction. Before entering the engine the steam is passed through a receiver 9 ft. 3 in. long by 3 ft. 6 in. diameter. The pressure of the steam in the boilers is 35 lbs., and it is but slightly, if any, reduced at the engine, although there is a condensation of steam, a greater amount of steam being used to maintain the pressure at the engine than placed than if the boilers were nearer. The pumping-spears are of good Memel fir, the total length being 2484.5 ft.; they are each 18 ft. in length. From the engine 600 ft. are 4 in. by 4.5 in., the remainder being 5 in. by 3 in.; they are joined in the usual way, by iron spear-plates. They are supported on cast-iron rollers, 4 in. diameter and 4 in. long, and 18 ft. apart, suspended on cast-iron brackets. The line of the spears is not perfectly straight, nor is the inclination uniform, but sufficiently so to have only straight joinings. I may state, as a matter of opinion, that I do not see the least difficulty in passing angles with proper quadrants. With the rollers properly attended to, and the spears not exceeding 30 complete strokes per minute, the spears work quietly, steadily, and smoothly, requiring slight attention or repairs. With a quicker motion, especially at the point of striking the water down, if any of the supports fail, the spears immediately yield. There are two vertical forcing-pumps, the plungers being connected with a short metal beam, to the centre of which the spears are attached by a quadrant, so that one pump is forcing with the in-going stroke and the other with the out-going stroke of the spears, making 40 strokes per minute of the pumps. The plungers are 7.75 in. diameter, stroke 30 in., giving the water discharged by one pump, 5.1 imperial gallons, which, for 40 strokes per minute, is 204 imperial gallons per minute. The pipes from the pump to the delivery are in 9-feet lengths, 7 in. diameter, spigot and faucet joints made water-tight with lead; their total length is 2002.5 feet. The pipes from the pump to the sump are also in 9-ft. lengths, 7 in. diameter, flanged joints, with turned faces and India-rubber rings, and are 556.5 ft. in length. The height the water is raised from the sump to the delivery is 40 ft., and the total length of pipes is 2559 feet, or 853 yards.

It will thus be seen that this pump, under these circumstances, is equal to about 200 gallons per minute. It is kept nearly constantly at work day and night, and we estimate the quantity of water pumped at an average of 150 gallons a minute over the whole day. Indeed, nearly the whole feeder of water of the colliery is thus raised to the pumping-shaft. This quantity, 150 gallons per minute, gives the weight of water thus raised per day about 982 tons, which is fully twice the weight of coals raised in a day of 12 hours, or rather more than the weight raised in that time. The cost per ton of water is about one-fifth of a penny, exclusive of the value of coals consumed, or interest on the capital invested in the erection of the machinery, &c. With twice the level to be raised, or 80 ft. instead of 40 ft., the same appliances could easily pump half the quantity of water by placing one of the pumps at half the distance, and working with two lifts instead of one. The whole of the workings of the colliery being dependent on the pumping arrangement, and having only a margin of 50 gallons a minute, and a probability of an increased quantity of water, we placed, some months ago, an auxiliary pump in the same situation, which is worked with the wire-ropes of the underground hauling engine; and as it affords an unusual opportunity of comparison, I add its description and the results produced. The engine is double cylindrical, horizontal, and self-contained, and is used for bringing the coals from the same district from which the water is pumped to the coal shaft. The cylinders are 12 in. diameter, with a 2-ft. stroke. The rope-rolls are 4.5 ft. diameter, on the second motion in the ratio of 5 to 3. The steam is conveyed a total distance of 721 ft., in a similar manner to the pumping-engine, and is exhausted 400 ft., along 7-in. pipes, into the shaft. The inclination of the road varies from rising 1 in 72 to horizontal, and then dipping to a maximum of 1 in 43, necessitating the use of a tail rope, the trains being to drag in both directions. These ropes are applied to the pumping, by passing over a vertical wheel of special construction, at the in end of the engine-plane, the tail rope, which so passes around the sheave, being 2½ in. circumference, and weighing 5 lbs. per fm. The distance from the engine to the pumping-shaft being 1084.5 yards, the tail rope is supported by sheaves 24 ft. apart, hung on metal brackets. The pumping-wheel is, as I have said, of special construction; the rope groove instead of being rounded, as is usual, is an inverted acute-angled triangle, forming a groove of similar form to the letter V, hence we call it a V-sheave. The diameter of the wheel is 4 ft. 8 in. to 6 ft., according to the size of rope used. It will be seen that in a sheave of this form the rope cannot reach the bottom of the sheave, but is acted on by the semi-circumference of the sheave as a wedge of this length, the result being that the rope will rather break than slip or surge; thus it communicates a motion and power to the pumping-sheave equal to the strength of the rope or the power of the engine.

The pump is a horizontal, double-acting, single-barreled force-pump, connected with the crank on the shaft of the pump sheave. The diameter of the barrel is 6 in.; stroke, 18 in.; water per stroke, 1.83 imperial gallons; strokes 60 double, or 120 per minute; water pumped, 219.6 imperial gallons per minute. The pipes are 4 in. in diameter, and 9 ft. long, with wedged spigot and faucet joints; their total length is 741 yards, and the water is raised 40 ft., the same as with the wooden spears. As I have already said, this engine is used for raising the coals up a plane, the inclination of which varies from horizontal to dipping 1 in 43 against the load, and for a short distance dipping 1 in 72 in favour of the load. The engine drags 26 tubs, containing about 10 tons of coals, by each train outwards, and 26 tubs inwards when reversed, only operating in one direction at one time. The total number of trains per day is about 40, and the time occupied in running each, exclusive of stops, does not exceed 8 minutes, for 1084.5 × 2 = 2169 yards, which gives about 442 double, or 884 strokes, or at the rate of 110 strokes, pumping 1.83 gallons, or 201.3 gallons per minute while drawing coals, whilst in work; but as the actual coal drawing up the plane does not occupy more than half of the 12 hours, the pumping of water during coal working may be taken as averaging 100 gallons per minute. The engine is perfectly competent to this; indeed, it is surprising how little increased labour seems to be thrown on the engine in addition to drawing the coals. Having had the same plan adopted in several instances in connection with the running of the trains of coals, I find it to answer well, and can confidently recommend its adoption where the quantity of water is such that the running of the ordinary trains of coals produces a sufficient number of strokes for its extraction.

The size of pipes in the two cases is also worthy of notice. With the slow motion required for the wooden spears a 7-in. pipe is used; with the wire-rope pump an equal quantity of water is raised per minute with a 4-in. pipe. Taking the quantity of water in each case at 260 gallons per minute, the velocity in the 7-in. pipes will be 119 ft. per minute, and in the 4-in. pipe 367 ft. per minute. To produce these velocities a head of water would be required equal to 33 ft. with 7-in. pipes, and equal to 80 ft. with 4-in. pipes; the water being raised only 40 ft. perpendicular, the friction at the velocity given makes the comparative vertical heights equal to 73 and 120 ft. respectively. The circumstances are such that I will have an opportunity to test this shortly, which I will not fail to do. I might add, the effect of the sheave herein described is not at all injurious to the rope;

and also that in a case of continuous pumping a similar sheave might be attached to the engine, and the pump might be worked with an endless rope.

I have, to the best of my judgment, given a complete description of the two plans of pumping water from deep works, as practised at this colliery, and, indeed, generally in this district. I hope it will sufficiently answer the queries of "Enquirer," as asked in the *Mining Journal* of Nov. 30. I shall also be very glad to afford him an opportunity of personally inspecting the two modes in ordinary working.—Dec. 10. M. E.

P.S.—My attention has been directed to an advertisement for a situation, signed "M. E." I beg to state it is not the author of these papers.

PREVENTION OF ACCIDENTS IN SHAFTS.

SIR,—As the last-published reports of the Government Inspectors of Coal Mines showed that a large number of deaths resulted from accidents in shafts, all propositions for diminishing the number should be cheerfully adopted. Our greatest inventors owe their success to the simplicity of their inventions, but unfortunately it is sometimes difficult to get the most simple, efficient, and inexpensive contrivances for saving life adopted by colliery owners. I hope that Mr. J. P. Baker, the indefatigable Inspector who watches over this district, will, from his position, be able to secure the general introduction of his valuable little invention for preventing falls out of skips in all South Staffordshire mines.

All who have had experience amongst the mines of South Staffordshire must be well aware that colliers are not more temperate than others, and should a man present himself at the mouth of the pit he may, although far from being inebriated, have so much of his previous debauch remaining upon him that he would be very liable to turn giddy when dropped through space at the rate of 20 miles an hour. In the case of poor Thomas Mills it may be inferred that he was quite sober when the accident occurred to him; but men are sometimes subject to epileptic fits, giddiness from constitutional weakness, and to various other maladies rendering falling in the skip possible. I fear, however, that intemperance is but too often the cause of shaft accidents, and as "example is better than precept" I am glad to learn that Mr. Baker is the first to propose a remedy, which makes it impossible to fall from a skip. From the skip-chain or rope he suggests smaller chains to be fastened, which are to be passed round the bodies of the workmen, so that even should they fall, they would remain suspended by the chain. If Mr. Baker would state through the *Journal* the cost of the apparatus and the mode of attaching it, he would confer permanent benefit upon the mining community of his district. R. J. PHILLIPS.

Dudley, Dec. 9.

COLLIERY MANAGEMENT—VENTILATION.

MANCHESTER GEOLOGICAL SOCIETY.

SIR,—Permit me to offer my warmest thanks to those correspondents who have kindly referred to the subject of my reading a paper before the Manchester Geological Society. Your correspondent, "M. E.," so far agrees with me on the subject of ventilation of mines that I should be most unwilling to enter into discussion with him on the points of difference that appear to exist between us, for the whole of his remarks bear the impress of a mind that labours for the purpose of disseminating knowledge, and removing the evils which alike exercise their ill effect upon both employers and employed in this important branch of our national industry. So far as the object of our labours extend we are, then, perfectly agreed. My style of dealing with the question is evidently somewhat different from that of most who have written upon the subject; but who can say that that has not been occasioned by the opportunities and facilities which have been afforded me of seeing and tracing out the causes of many of the so-called accidents to the reckless and defective management of mines? With regard to the sneering remarks of a contemporary, referred to by your correspondent, "M. E.," I can only observe that I rather sympathised with the unfortunate position of the gentleman who was called upon to pen the article in question than blamed him; for my sympathies have always been extended to those who are in a state of bondage. Prior to delivering a lecture, or writing a single line for the public upon this important subject, I well considered over the storm of opposition and the torrent of abuse that would in all probability assail me, having previously discerned that the advocacy of the most dangerous principles had less effect upon those who are governed by a short-sighted policy than the simple narration of facts, if they were supposed to run counter to their own immediate interests. However, I so far fortified myself against such attacks that I question whether any one could be found who would devote their time to abusing me, if they could only see the slight effect produced by such efforts. Possessed of a strong constitution, and caring not for either physical or mental labour, I yet hope to do some slight good, and contribute in some degree to the advancement of the interest of both employers and employed in that branch of industry which it has been my lot to labour in. I am not vain enough to expect that any great or rapid changes will be wrought in the management of the collieries of this country, or that anything which may be done by me alone will have the effect of ameliorating the condition of the miner, and affording to the capitalist greater security in his hitherto hazardous undertakings. But I do entertain the most earnest conviction that before long the subject will receive that attention it deserves, and that changes will be effected at no very distant period which will realise my fullest expectations. Jos. GOODWIN.

VENTILATION OF COAL MINES.

SIR,—On perusal of the *Journal* of Nov. 30 and Dec. 7 I find the ventilation of coal mines once more before the public. With your permission, I beg to introduce my system of ventilation, in the hope that some practical gentlemen will take the trouble to investigate its merits. Its simplicity and working details are so obvious and astounding that it ought at once to arrest the attention of all connected with coal mines. I have experimented before several scientific gentlemen, colliery proprietors, viewers, and working colliers in this part; they one and all say that if my plan were introduced it would revolutionise the present imperfect and expensive system of ventilation. I have tried in vain to introduce it to the notice of men who ought to be first and foremost in finding out a remedy for the wholesale destruction of life. I have seen and written to the Government Inspector of Mines for this district. Though he has not been to see it, he admits my views to be correct, and that by my plan an unerring law of Nature is put into operation. All I require is that a few practical gentlemen should thoroughly test the merits of my invention, for I feel fully convinced that once investigated by them it would lead to practical results. My plan is as follows:—I can remove the inflammable gas from the goafs or reservoirs in any part of the mine out to the surface of the pit, in its pure state, without interfering with the present system of ventilation, no matter how large the quantity or what height it is in the mine, by means of a series of pipes introduced into the said goafs or reservoirs of gas, and by exhausting the atmospheric air out of the said pipes, the gas will flow by its own levity into the open air, thereby removing the dangerous compound from the mine. Blaenavon Gas and Waterworks, Dec. 10. J. G. WILLIAMS.

COLLIERY VENTILATION.

SIR,—I have read with much gratification the letter of your able correspondent, "M. E.," in last week's *Journal*, and have no hesitation in saying that if all M. E.'s evinced an equally liberal spirit, the inventors of really useful contrivances would meet with more encouragement, and the object which all connected with the working of collieries—safety for the workman—have in view would be more speedily attained. "M. E." very truly remarks that mechanical ventilation is, at most, only in its childhood ere it reaches manhood, and I am sure that everyone will share with him in the hope to see it developed to gigantic proportions; for though, from the difficulty which has existed in finding a reliable mechanical ventilator, the furnace has had the preference with most practical men, it seems so plausible to argue that enormous fires should not be kept up in an explosive atmosphere, that I believe ultimately mechanical ventilation will be universal, and furnace ventilation abandoned. Nothing can be more valuable than the advice of "M. E." for writers, and all who think they can do good to give their ideas to the world, in order that their accuracy may be tested; if erroneous contradicted, and if correct received.

As most of your readers are aware, I have proposed a system of ventilation directly opposed to the existing practice, inasmuch as the air is forced into the mine instead of being drawn out, by which I contend many advantages are gained, not the least, perhaps, being that there is no tendency to further deteriorate the air by drawing foul gas from fissures, &c., in larger quantities than it would be given off naturally. Mr. Goodwin proves another great advantage for my system, and one which I think "M. E." will admit should not be overlooked. Mr. Goodwin acknowledges that it would be absolutely ridiculous to make the gas and water mains of our streets no larger than the service-pipes, yet a precisely similar

and equally erroneous principle is daily acted upon, and (perhaps unintentionally) advocated by men of acknowledged reputation as mining engineers. I regard the galleries leading from the main air-ways in collieries as very similar to the service-pipes used for conducting gas into our houses, the colliers working at the face of the coal representing so many full-sized Argand burners. Now, who would think of so arranging gas-pipes that there should be a 9-inch main in the street to supply a couple of hundred 4-in. service-pipes? Surely no one; yet in collieries this is much the system adopted. Indeed, it is sometimes worse, for the current of air is led on through a main twice as large at one part as at another.

In supplying gas to towns the mains are laid sufficiently large to let ample gas for the entire consumption pass through them; from these there are branch mains, smaller than the principal mains, but of sufficient size to ensure the district to which they belong having an ample supply of gas; from these, again, are service-pipes to supply the various houses. By this means every burner has plenty of gas, yet none is wasted; and I contend that by adopting a similar method in ventilating collieries, every collier, and every crevice in the mine, would have plenty of air, and all the power employed would be utilised in securing the safety of the pit. Lastly, with regard to the question whether the furnace or the machine is preferable, I think that if "M. E.'s" suggestion to provide duplicates were adopted, no one would be able to doubt the superiority of mechanical ventilation. I believe, too, that the system of using duplicate machines would entail scarcely any increased cost, as smaller machines would suffice, the second machine being applicable upon an emergency; whilst with a single machine an emergency could only be provided for by erecting one unnecessarily large and costly.

Atlas Safety Chandelier Works, Hatton Garden. R. H. HUGHES.

THE LYNCH COLLIERY INFORMATION.

SIR,—As my letter which appeared in the *Mining Journal* of Oct. 26 has been erroneously attributed to Mr. Evans, I may state that I have not the privilege of holding any Government appointment, neither have I the misfortune to be directly involved in the dispute between the owners of the Lynch Colliery and the Government Inspector; but as one wishing the lives of the colliers to be saved, wherever by precautionary measures they could be, I am naturally inclined to construe the provisions of the Act as much as possible on the side of safety, and I doubt not, as in the case of the Lynch Colliery information, the gentlemen entrusted with carrying out the Act will incline to the same view.

The cost of keeping bore-holes in advance is so trifling, that for the money consideration few colliery owners would object to boring. I believe that in no district it would cost 3d. per foot, so that a large colliery might be secured the advantage of the bore-holes for 200l., which amount would be payable by easy instalments. The principal reason I have for concluding that the owners were justly convicted is that the bore-holes were actually kept forward until within a few days of the accident, so that Messrs. Perkins must have had grounds for supposing there was danger of water. COAL.

DRESSING ORES—PERCUSSION FRAME.

SIR,—While reading the interesting article in the *Journal* of Nov. 2, containing the proceedings at the Mining Congress at Vienna, I see that Mr. Rittinger exhibited the model of a new continuously-working percussion frame for dressing ore. I beg to say that at the beginning of this year I made a small working model of one for the same purpose, but of a different construction—that is, three tables, or frames, in one outer frame. The three tables are one over the other, and as the work comes over the head on the first frame, which has a little incline towards the bottom, as in the tin frames, which receives its shock from the upper end, which causes the best ore to go over the upper end of the frame, while the poorer goes on the second, and then the third, so that the whole is three frames without a head-piece, or opened at both ends. There is clean water coming on all the frames, but not with the work, so that the clean water meets the ores as they are thrown forth with the shock (this I took from the vanning shovel), which I propose to take from the stamps, and if the frame is applied, to take the ore as it comes from the stamps. That which comes over the first frame will be almost clean ore, and that without any labour, as there should be boxes under each frame to receive the ore; this would not only be the saving of much labour, but it will save the best of the ore, without being further exposed to much water, which causes such great loss in dressing. If this be attached to the stamps it can work night and day without any labour, only emptying the boxes. I may also say that about six weeks since we had three or four barrowful of very rich silver-lead slime ore (which was too little to put in a large buddle), which we put on the working model, worked by a boy, and which cleaned the ore remarkably well. This machine will answer for any kind of ore that has to be stamped on any other slime ore.

I also see in the same article reference to the great labour in putting ores through tyes, strakes, or shaking-trunks. I may observe that for the last four years we put our ores from the stamps pit to the shaking-trunk, which divides the rough from the small—the rough in one hopper, the small in another, while the fine slimes go into the slime-pits, which is all put through the first dressing without being lifted with a shovel. Tonmadashan Mine, Kenmore, N.B., Dec. 6. B. GRIBBLE.

WHERE DID SIR HUGH MYDDELTON OBTAIN HIS WEALTH?

SIR,—Nothing seems to me more absurd than for writers, who live ages after certain well-established transactions have taken place, to publicly assert all prior accounts on such subjects are wrong: even those writers that might have been dictated by eye-witnesses, and handed down from generation to generation, are to be considered false revelations. Take, for instance, the modest modern declaration that the common story told of Myddelton receiving from a silver mine in Wales the funds expended by him in attempting to form the New River, is altogether without foundation—the only mining adventure in which he entered previous to the New River enterprise being that at Denbigh, which proved a total failure. Now, unless subsequent scribes can demonstrate how and where that great engineer obtained the means to enable him to carry on such expensive designs, few thinking persons will stow away Stowe to smile on Smiles, when tradition repeats Myddelton did not begin his great water-course till after fiery Welsh extracts enabled him to do so, which, nevertheless, turned out more expensive than anticipated. But if anyone can be made to believe a contemplated work of such magnitude would have been undertaken at the sole cost of any private gentleman, after failing in mining speculations, then they must believe Mr. Myddelton was knighted merely for his fortunate and prosperous skill in discovering silver after his New River failure; if so, what occasioned the great engineer to die so poor, if the prosperous silver discovery was antecedent to the unfortunate Denbigh failure, that preceded the more unfortunate New River attempt? G. F. GOBLE.

Aberystwith, Dec. 10.

GOLD—PAST, PRESENT, AND FUTURE.

SIR,—Since it is a palpable fact that native gold quadruples its weight in the hands of man in a few years, yet none can observe the least indication of its worth-less nature approaching in that form such unprecedented influx any of the dusty cargoes have been exchanged below prime cost; because, in proportion as the yellow solids are made to leave their natural deposits, to be deposited as national wealth, so does it get converted into those small circularities daily used as equivalents for those large circulars known as dollars, crowns, &c., thus by gradually and mutually exchanging the massive white currency for compact leaders, the real value of either metal is not much affected, for who would prefer carrying about a couple of stone of silver when only a pound of gold answers better? However, when the time actually arrives that there will be a surplus of gold on hand after each nation converts sufficient weight to constitute the general circulating medium of their country, then will it be time enough to advance probabilities on its future appliances and relative worth, as to whether the banks of Nature will break, or the art-full banks of men fail from over (speculating). When the ideas of people were confined to social communities they had no great need for any circulating medium, hence gold and silver was mostly picked up and used for ornaments, &c. In after ages, when the precious metals became the most valuable of all commodities, then the smallest visible grain was extracted and saved, to be exchanged as circumstances demanded, whereas, in ages yet to come, not only the large nuggets and small specks will be eagerly sought after, but the very earth now despised will be made to yield its natural exponents. Thus, in the same ratio, moderns imagine the living have advanced in knowledge over their forefathers, so will children, generations hence, improve in wisdom beyond the present imaginations, with this grand difference—the primitive patriarchs had an intuitive perception of every great principle operating in nature instilled into their minds by Divine grace, to enable them to impart the same to others. And yet the middle age disputants cannot

long agree upon any natural cause, but continue to invent such complicated theories, that what one set approve others condemn; and so will it be till the last ages of mankind become so matured that the details of every cause and effect will be incontrovertible; it will then end for this planet's order of superior beings to be reorganised *de novo*. In the meanwhile, let it be truly considered which era ought to be classed the most wise: the first that fully comprehended every natural principle human nature could receive from their Creator; the second, who understand not one natural phenomenon correctly, but are daily scheming theories to account for this, that, or the other; whereas, the third series of investigators will become so ruled by precedents as to know the reality of every cause and effect in Nature and Art (as the first), and yet perform no new thing under the sun beyond what was primarily infused throughout the world at the creation of man.

December 9.

G. F. GOBLE.

ON THE INTERNAL HEAT OF THE EARTH.

SIR.—Your correspondent, Mr. Steevenson, appears to have forgotten the question at issue—the existence or non-existence of a nucleus of molten matter. We deny that the arguments brought forward are sufficient to prove the existence of permanent fire. We know that heat can be produced in various ways, and that the combination of hydrogen and oxygen gases will produce the most intense heat; but neither this, the elements of fire, nor caloric, are the questions, but simply are geologists and others justified in assuming a permanent nucleus of molten matter or a burning cauldron within our earth, covered only by a comparatively thin crust of semi-aqueous substances? I know the effect of pressure on water, as I have had a great deal to do with hydrostatic presses, and am, therefore, well prepared with experimental data to discuss this question, had it been necessary, but I need not occupy your columns on such a subject. If your readers are satisfied with your correspondent's so-called demonstrations, I shall not make any further remarks on his observations. I wish, however, Mr. Steevenson had given us an explanation how he could determine whether the globe was solid or hollow by means of superficial attractions. We have proved that a globe of 12 in. diameter and $\frac{1}{4}$ in. thick indicates as strong an attraction all over the surface as a solid globe of the same dimensions. Since this is an experimental and demonstrable fact, I am curious to know how your correspondent can prove whether our earth is solid or hollow. I admit that I write as a dull matter-of-fact man, who will take nothing for granted—no mere assumptions, not even from the most eminent mathematician, on purely physical questions. I must have demonstrations well grounded in all matters connected with terrestrial physics, and not the *ipse dixit* of anyone, when theories are brought forward which demand unreasonable conditions, and totally at variance with our daily observations in all parts of the world.—Dec. 10.

EVAN HOPKINS.

THE GEOLOGICAL FORMATION OF THE EARTH—No. X.

SIR.—My preceding letter terminated with a promise that it should be followed by a reference to the Metamorphic System. In doing so, I may observe that this appears to be only bodies dissolving and re-uniting, in combination with other bodies. It may be termed metamorphic, or any name the reader chooses, as it is immaterial how bodies become disunited, provided it can be proved they do so, and that they again unite with other bodies and form a new system. Philosophers disagree as to matter being in solid minute particles, or as a fluid, which I leave with them for decision, it being sufficient for me to know that it does exist, and when in mass is never steady, ever dissolving and again uniting, in most instances, with substances not now to be seen in the dissolving masses, till they might have been there when first formed. Sulphur, lime, fluor-spar, and other less durable substances would, and do, first dissolve, as the seat of their crystals are so often left to be seen. On losing the substances that aided their first formation, it becomes a query if the remainder could possibly hold together; if so, an acid or a gas, that had no effect on them in a body, may then attack and dissolve them rapidly. These things are well known to practical men to be daily taking place in all our mines. I may fairly say, as a practical man, in common with others, that we know it, and are hourly endeavouring to discover the earth's internal laws for our guidance. It may be said to be a great discovery when the miner asserts fearlessly to the world that these things do take place. And we say it is the duty of those of the plutonic school (who afterwards become geological teachers and national chemists) to define to us the law as to what causes the dissolution of rock and all metallic substances, which again so mysteriously re-form. I may ask in what way educated men have benefited the mining community? Have they in any way aided to discover the working laws of Nature? Is it by their constant lecturing on the capacity or cubic contents of the interior fire of the earth, and the great wisdom displayed in submerging hot bogs, for which we, for our unbelief, are shortly to be deprived of all the metals and coals? Such theory is amusing, but as old as the Phœnicians. Will they tell us if the interior of the earth is composed of asbestos, and like that substance, unconsumable? They might let us know how it receives its supply of oxygen, so indispensable to combustion.

I think I have continued my observations sufficiently far on interior fire, and will allow the theory to take its course, well knowing its future; and will now return to the upper regions, or granitic crust, where we lack no proof that layers, lodes, and all their substances are continually undergoing changes. I may be asked, what produces these changes? My reply is, nothing more than chemical action; by the contents of one rock acting on another, or the contents of substances in lodes acting on the strata; they will also act on each other wherever a large body of ore is forming in a lode. It acts as an acid, decomposing the adjoining rock, until it has made sufficient room for the deposit of the forthcoming ore; more room is often made by the dissolving action than is necessary, and large open spaces are often found, termed by the miners "vughs." This has nothing to do with interior fire, being produced by chemical heat for a short distance, proportionate to the decomposition going on; and at 100 fms. below the seat of such chemical action no perceptible heat would be detected. I stated years since that the child was then born who would live to see the hot lodes at the United Mines become cold; let them work out all the copper, and mark the result. I should not be surprised if it is not already coming down, as I will touch on the re-formation of ore by observing that the point most essential to attain is the law of affinity, which seems to me is very much neglected by both practical and theoretical men. It is thought that all bodies hold the property of attracting and repelling each other; some, or even all, may possess both, being often repulsive to one body and attractive to another, hence we find substances so nicely laid down in lodes as to be often termed or said to be in "strips."

Nearly all ores but gold or tin require sulphur to mineralise them; these, having a great affinity for each other, will get together if possible. Silver has a greater affinity for lead and copper than for sulphur, still in either case sulphur is combined; if lead and copper be absent, it will form native silver, or unite with other substances. It is not unlikely that silver is its origin to electricity or magnetism; and when in contact with oxygen regulates the earth's temperature in uniting and combining substances. Tin unites with oxygen, and is the only ore not combined with sulphur that pays the English miner. I observe there is seldom a week passes but some one attempts to show that the great asbestos fire in the earth's interior is sending off gold in fumes, and that it is either caught or settled at or about the earth's surface. To me this is of no moment; let such persons first convince themselves that all native copper is formed in cold water, and adheres to iron from affinity, which will show itself in two minutes. Crystals of tin ore are formed in cold water, also carbonates of lead, quartz, shell, iron, lime, and native silver, which will prove that but very little heat is required to produce such formations. Whenever I found heat in the earth, I discovered sulphur to be the cause. It is in but very few of our copper mines that we find any unusual heat; but wherever I have found it to occur plenty of sulphur was at hand. Gold, like all other substances, is dissolving in the earth, and, being ponderous, is carried near to the surface by centrifugal force, where it has settled down with other substances for which it has affinity. I believe all the large masses found at or about the earth's surface to be collected together from affinity.—26, Fleet-street, London, Dec. 9.

N. ENXON.

MINING IN SPAIN—BEARIZ TIN MINES.

SIR.—The directors or their agents of these mines would do well to thoroughly examine the titles of Senor Merelles to the concessions, as also to see that the marks marking out each group of concessions, or pertenencias, have been set up in due form and in due time, as the Spanish Law of Mines on these points is very strict. I by no means would hint that the titles of Senor Merelles to these mines are not good; but, as before stated, advise a thorough investigation of them, as not long since I knew of two pertenencias forfeited for the slightest informality possible. It would be well to obtain a certificate from the engineer of the district that all the formalities of the law have been carried out in due form. Be it perfectly understood that I know none of the parties interested, but simply make these remarks to put mining capitalists as much as possible on their guard.

"Cornish Miner," in the Journal of Nov. 16, seems to over-estimate the work of 75 men per day—750 tons, to be broken, conveyed, and washed properly; however, when he finds that with the number of men named (Spaniards) he has realised this amount of work, and common civility is established at the mines, I shall be most happy to visit him, in order to learn the way and manner in which this work has been performed. I wish this company every success they so richly deserve in this wild spot, and sincerely hope that should there be any truth that the truck system is carried on there, or about to be introduced, the directors will at once see to its abandonment, in order to prevent as much as possible any discredit to British enterprise in this country.

North Spain, Nov. 29.

MINING IN SPAIN—MINES, PASSPORTS, &c.

SIR.—On my return from a short journey in this country, I found in the Journal of Oct. 9 another communication from your valuable correspondent, Mr. N. Enxon, under this heading, to which I would beg to offer a few brief remarks. Mr. Enxon seems to intimate that a "Mine Agent" was defending, as he styles it, the abominable passport system of this country: this "Mine Agent" had no desire to do, but simply to show that he, Mr. Enxon, had been shamefully imposed on, and not at all in accordance with the laws of this country, which, to some extent, I am glad to see Mr. Enxon acknowledges. Mr. Enxon enumerates the different places he travelled through, &c., which I by no means would attempt to dispute, but, on the contrary, say that great credit is due to him for

his energies, in completing so great a distance in so short a time, at his somewhat advanced age. I can only add that during the time I have been in this country I have never as yet paid a farthing for passports, and have travelled some hundreds of miles. Mr. Enxon also remarks that Englishmen could better employ their time than by writing on such matters as these, but describe the general features of the country; this I am quite ready to admit—to the latter I have not the slightest objection for Mr. Enxon to confine himself for the future, but shall at all times, with a very great pleasure, read his general descriptions of the same. As to the selection Mr. Enxon speaks of, I beg to inform him that it was by no means a selection of mine, I simply having engaged to work the mine to the best of my abilities for a certain time, which is not yet quite expired, and during which I have no desire, as is too often the case, to mix up in other mines. As to Mr. Enxon's statement of my having asked him to pay me a visit, but had not given him my name and address, to this I would beg to say that he could then, as now, obtain my address by applying to the office of the Journal.

MINE AGENT.

MINING IN LAKE SUPERIOR.

SIR.—Amid the unsettled state of this country, which must be regarded as of a very serious nature, it is gratifying to say that Lake Superior is rapidly improving as a mining district, nor can it be doubted that it will ere long be one of the greatest mining countries in the world. The dividend-paying mines are more productive this season than for some time past, as also those on the eve of dividends. Small mines, regularly drawing assessments, is that class now suffering from the misunderstanding, or difference of view, of the Union and the Southern states. Capitalists will gladly pay in to prove up their property under any ordinary circumstances, now prefer waiting the result of the Southern movement. MINNESOTA MINE is producing about 160 tons monthly for the last six months; ROCKLAND, 42 to 43 tons; and NATIONAL produced in September 107 tons; this product is produced in a legitimate course of mining. SUPERIOR MINE confines its operations to driving an adit level, having a depth of between 200 and 300 ft. on course of the lode; they have driven through several bunches of copper, even masses of tons weight, which are short, but at a greater depth undoubtedly would be found more length; and one or two shafts south to the adit, preparatory to sinking and opening ground below that point, would doubtless open up a paying concern; they have the Minnesota lode, working by 12 to 16 miners. OGAMA MINE is working by a few miners carefully, and their prospects are very cheering; the same may apply to the EVERGREEN BLUFF MINE. The latter took out last month 12 tons of copper of 70 per cent., on a cost of about \$1600; this, however, is, as the Cornishman says, a "start," as their usual samplings are about 6 tons monthly. They are on the south range, the lode is not well walls, and in speaking of copper—"where it is, there it is"—bunchy, but like most all other lodes make these bunches close to cross-roads. TOLTEC amongst its neighbours, as stated above, is suffering through the unsettled state of the Union, but is pronounced by our Lake Superior geologist, Mr. S. W. Hill, to have the Minnesota formation; in fact, the company has opened two shafts, about 100 ft. deep each, on what is called the Minnesota north lode, and found it very productive—even masses nearly $\frac{1}{4}$ ton each. It is expected daily they will increase their force, and firmly believe the prospects for a paying mine are second to none on the lakes. PORTAGE LAKE MINE, PEWABIC, FRANKLIN, and ISLE ROYALE are producing well, as also the CLIFF MINE, in Eagle River district. COPPER FALLS, although they had to call a dollar assessment on 20,000 shares, has done remarkably well.

In addition to the increased product of the mines, every exertion is used by the different companies to improve the management, and I am happy to notice a great saving is effected; for instance, we will take the CLIFF MINE, being an old standard. Some seven or eight years ago the management was appointed, who knew little or nothing of mining. The mine, then about 80 or 90 fms. deep, was concluded by him to be deep enough, consequently he confined his attention to drifting and stoping, the latter more particularly, which resulted for a year or two in an increased product, finally this increased amount of product failed, and, indeed, they failed to produce the original quantity under the former management. Ere long they ceased to declare dividends, and it was thought by many capitalists that the mine had failed, and it was no longer the CLIFF MINE. The mine being inspected by competent men in behalf of the company, the error was soon disclosed; they had worked out all the reserved ground for stoping, and had not opened any new by sinking. Sinking being commenced, it is now again the CLIFF MINE, and regular dividends are fully expected. Too often is the case that the difference between a sound practical man and one of no practice is lightly estimated.

Lake Superior, Nov. 4.

A CORNISH CAPTAIN.

MINING IN CARDIGANSHIRE.

TO THE DIRECTORS OF THE HAFOD LEAD MINING COMPANY (LIMITED).

SIR.—I have to report that the wheel and other works for the Pontystwith Mine are progressing satisfactorily, and I am assured that the whole will be in working order by the time specified in the contract; the pumps will be supplied by the Cambrian Foundry Company, whose contract I beg to hand you herewith. With respect to this mine, it is the opinion of many captains of mines, and other practical men I have seen, that a great course of ore will almost immediately be found in it, and they all commend the plan adopted for working it.

Since my last report I have been engaged inspecting a number of the paying mines within a radius of ten miles, and in going over the company's site accompanied by men with pick and shovel, for the purpose of obtaining specimens of the various outcrops. My object in visiting the adjoining mines was to obtain by actual observation the run of the lodes, the local position of the mines, with respect to the means at hand for working them, as regards water, roads, timber, &c., the various appliances for winning, crushing, and dressing the ores; the mode of letting and paying for the work, and the general indications of the lodes, so that a reasonable deduction might be arrived at of the probable success or otherwise of your company. Amongst those mines visited were some of the oldest and newest in the locality. I went underground at several, and proved by the magnet the direction of their lodes to be from about 30° north of west to the same point south of east; I also proved them in the same way on the surface, and was astonished to see the facilities which the nature of the country affords for the discovery of metalliferous deposits; the indications are most clear, and no one can mistake them; the chasms and streams in the hills intersect in very many instances the lodes at right angles, and lay them or their outcrops bare in numerous places; so that, knowing the direction of a vein in work, its course onwards can be clearly traced on the surface; the matrix in which the lead is found is in all cases the same—the clay-slate and carbonate of lime. Water for motive power is abundant everywhere in this quarter, although, from the circumstances of many of the mines being on the tops of and high up on the hills, it has in many instances to be brought from considerable distances in water-courses, the expense of so doing is not very great, but it has this serious disadvantage, the water in these courses being comparatively a small body, and in a high and exposed position, is liable to be frozen in winter, entailing a consequent stoppage of the works. The roads are in many places of the most primitive construction, and cause the transport of the ore, drawing of timber, &c., to become serious items in the expenditure of the mines. Timber is nowhere so abundant as on the Hafod estate. At some of the mines there is scarcely a tree to be seen for miles.

As regards the mode of raising, crushing, and dressing the ore, it is, generally speaking, the same at all the mines in this district. At Froncog MINE some patent rotary buggies have been erected, which seem to clear the ore thoroughly to the point of destination; here the jigging is done by hand, but at other of the Llaburne Mines it is done by water-power, though each hut still requires a girl to attend to it. I was informed that it is the Llaburne Company's intention to erect some of Borsale's patent jiggers, which are said to work well. According to the position of the mines is the extent of surface area required; if on a river, such as the Ystwith, the waste and slime is thrown into it, and carried off. At Froncog, having no advantage of this kind, their plant covers about six acres, and being obliged to dam the water to obtain sufficient power for their works, the ponds cover many acres more; of course, both plant and ponds will increase in area with the works. At Level Fawr (opposite Pontystwith) the plant covers about 4 acres, and covers with about 10 acres, in consequence of the position of the mines. The mode of letting the work is universally the same—by public competition; the prices varying according to the nature of the ground to be worked; but 5s. per fm. for driving, and 10s. per fm. for sinking, may be taken as the average maximum, the takers paying for powder, candles, &c. Payment is made monthly, and when more than one month's work is let to one party, a month's pay is always retained in hand, as a guarantee for the due performance of the contract. Some work is let on tribute at so much per ton on the ore raised, the mode of payment being the same. The general indications of lodes at their outcrop are the same all over the district—a bluish clayey slate, spar, and gossan, which are never known to fail.

The East Hafod Company's site lies between Cwmystwith and yours; they are at present driving an adit to intersect these Comet lodes, and it will shortly be known with what success. For myself, having been underground and taken the direction of the workings in the lodes by magnet, and traced their course on the surface, I cannot entertain a doubt of the result. The North Hafod Company, on the north-east, have struck on the Froncog lode beyond doubt, and thus proved that it also runs through your set, so that were no other discoveries to be made in the whole set there is a field for profitable mining operations on these three lodes alone, which could not be exhausted during the whole term of the lease. I have made notes of my explorations on the spot, corresponding with numbers on the map, and shall bring the specimens obtained with me to town, where they can always be referred to hereafter.

Partly from the state of the weather, and because I consider the proper place to commence operations is on the southern boundary, you will observe that I have confined my explorations mostly to the valley of the Ystwith; there is a gentle fall the whole way to Pontrhydygroes, and, as the various lodes are opened upon, it would be desirable to lay a tramway in this valley to connect the works and carry all the stuff to Pontrhydygroes (where a station of the Manchester and Milford Haven Railway will be within 400 yards of the Pontystwith Mines) to be crushed and washed. There is plenty of room for this, and the track laid would find their own way down the hill. There are no engineering difficulties in the way, and the cost of the tramway would be comparatively trifling. The crushing and washing-floors should be all enclosed under cover like a factory, and properly heated, so that the works could be carried on night and day, and thus nearly double the stuff might be sent to market from the one plant. At the other mines there is but little shelter, and I am convinced were the plan I suggest adopted the company would get the best workpeople in the locality, and the extra first cost of the plant would soon be repaid.

I now trust I have given sufficient details to convince you that the set is far more than

an ordinarily promising one. It is much superior in point of position, roads, and time to the surrounding mines; the royalty is small, and, with ordinary judgment in the prosecution of the works, I feel certain that the result will justify all the representations I have made of it to you individually and collectively. It is but fair that I should here state that the company possesses a most intelligent and scientific engineer in Capt. Matthew Francis. All the great mines in this quarter are indebted to his skill, and he is held in the highest estimation by all classes of this community.

Aberystwith.

THOS. R. COMYN, Manager and Secretary.

MINING IN SCOTLAND.

SIR.—It will be remembered, when describing the mines on the margin of Loch Tay, Perthshire, that I mentioned a certain mine at the Corriebuie Mountain where several ore of marvellous richness had been procured. I see by the *Mining Journal* of Nov. 30, that one ton of it was sold at the astonishing price of 50l. 10s. per ton. I also learned that the silver produced yielded a considerable percentage of gold. I saw large pieces of native gold from this mine attached to stones of blende. The mine was slightly wrought by the Marquis of Breadalbane; but little beyond opening the back of the lode was done, still many tons were sold at 60l. per ton. I found gold visible to the naked eye near Lochearnhead. Who can gain say the future great success of Scotch mining enterprise?—Lochhead House, Dec. 3.

THE AUTHOR OF THE TWELVE PAPERS.

ST. JUST CONSOLS.

SIR.—Having been long acquainted with the locality of these mines, I cannot forbear adding my testimony as to the value of the sets comprising them; not only have I been fully acquainted with them from my youth, but I have roamed over them many times searching the cliffs and burrows for curious and rare minerals which therein abound, in company of the late Mr. Lavin, mineralogist, of Penzance, and well were we often rewarded, being able to procure good examples of axinite, actynolite, and amethyst, amongst others. We also frequently met with good, bold crystals of black tin; the strata and the locality are all that can be desired for tin and copper mining, and few attempts have ever been made in this parish, under similar conditions, that have not been pre-eminently successful.

I have frequently heard those good old mine authorities, Captains Chenalls, Oats, and Grenfell, both old and young, speak of these mines as excellent speculations, if capital could be procured to work them effectively, and it would exceed anything like a fair price. About two years since I was employed to make an examination of these mines, and report thereon, for which purpose I was at St. Just some days; I did so in the presence of some of the most eminent captains in the parish, who fully corroborated the views I expressed and published; circumstances, however, prevented the party I represented carrying out their purposes, and the mines remained unworked. If my candid opinion be of any use to the proposed company they are fully welcome to it. I express it in a few words—there is not a better unworked set in Cornwall.

GEORGE HENWOOD.

EAST ABRAHAM MINE (CROWAN, CORNWALL).

SIR.—Will you oblige me with a small space in the Journal for a few remarks relative to this mine. I find it to be too common a practice amongst mining brokers, if there be any unpleasantness between two or more parties, to have recourse to personal aspersion, by speaking disparagingly of the mines with which each are connected, without any regard to the feelings or interest of others who may be concerned in the same companies. I am induced to make these remarks in consequence of seeing some very loose comments on this set. Now, I am sure that random writing or talking does no good either to the public or private individuals. It is evident, however, that too much value cannot be fixed on this mining property; indeed, I believe that if 50,000l. were given for the set the purchasers would be well repaid in a very short time. The set is this mine adjoins the Old Wheel Abraham, and on the same lode, which have produced more copper than any other lodes in the county of Cornwall. These old run of mines are to be immediately re-worked by a respectable company, with a capital of 100,000l. The mines being 180 fms. deep below the adit level will drain the East Abraham from water to that depth. We have it from good authority that there are good courses of ore standing in the East Abraham set, from the adit all the way down to the 180; that the lodes in the adit level contain a great deal of copper; and that the old miners, well acquainted with the lodes there, are waiting to take the backs of the adit level on tribute as soon as the captain can get the footway in for them to go down to work. This is not at all surprising, when we consider that the last time these mines worked the standard for fine copper was not much above 80l. per ton; materials were also very dear, and there was not the same sort of machinery applied to mining operations; it would have cost as much, in fact, for one steam-engine then as will supply four now. Taking these things into consideration, we may reasonably expect that a great deal of ore is likely to be left standing in these old mines. The East Abraham has three important points to come at soon after operations are commenced in the adit level. There are three copper lodes in this level—two east and west, the middle is a counter lode. There are about 20 fms. to drive east to the intersection of the two lodes, and a rich course of copper may be relied on; and to the west another lode, seen at the surface—a fine strong lode, never seen but a shode pit deep by cross-cutting a few fathoms from the other lode; this will be intersected 45 fms. deep. And as soon as the water is forked a few fathoms below the adit level the lodes may be worked away in the bottoms; such an advantage is rarely, if ever, met with in mining enterprises. As caution has been advised, I invite parties to inspect the East Abraham, for I consider it to be a piece of mineral ground second to none in the county, not excepting the celebrated East Caradon.—Dec. 12.

FAIR PLAY.

[ADVERTISEMENT.]

STEAM COAL—TRIAL OF THE WARRIOR.

SIR.—I observe in the *Mining Journal* a reply from Mr. Nixon to the remarks contained in my letter, with reference to the unsubstantiated statement of the *Times* correspondent respecting the alleged superiority of Nixon's Navigation Coal to the ordinary Welsh coal. Mr. Nixon prefaces his letter by attempting to rescue the *Times* correspondent from a dilemma, in suggesting the authority upon which he has based his assertion to the result of certain official experiments conducted at Portsmouth Dockyard, in "steam-boilers kept for the purpose." I have already endeavoured to show the worthlessness of dockyard reports, which are proverbially partial and unreliable, giving no comparative results, but merely furnished to the Admiralty in check of the quality and condition of each cargo supplied by the contractor. Mr. Nixon secondly, ingeniously, but most unfairly, attempts to counteract the importance of the valuable Table of Results appended to the report of Messrs. Miller, Hofmann, and Frankland (wherein, as already shown, his Navigation coal is indicated as the *four-foot* on the list with respect to evaporative power), by withholding its authorship, and referring to it as a reliance by me. He further essays to enlighten his readers "as to his reasons why no reliance can be placed on my theory," thus endeavouring to confound the result of the experimental investigation of three of the most eminent chemical analysts of the day with some imaginary theory of my own. It is surprising that Mr. Nixon should ignore the value of this analysis, for, as Chairman of the South Wales Coalowners' Association, he strenuously advocated its importance, and was mainly instrumental in obtaining the report of Messrs. Miller, Hofmann, and Frankland, and its publication, as evidence of the superiority of Welsh steam coal over those of the North of England. Mr. Nixon's next allusion to the components of anthracite, as being theoretically superior to those of the Aberdare steam coal, is irrelevant, and equally fallacious. However, I would remind him that hydrogen is known to be an important essential of combustion, which the Aberdare coals possess, as shown by the subjoined table, in a higher degree than any anthracite coal, and, in fact, constitutes the desirable combination that characterises the Merthyr and Aberdare steam coal as the best in the world for steam generating purposes:

TABLE SHOWING THE COMPONENTS OF ANTHRACITE AND WELSH COAL.

	Specific gravity of coal.	Carbon.	Hydrogen.	Nitrogen.	Sulphur.	Oxygen.	Ash.
Anthracite	1.375	91.44	3.46	0.21	0.79	2.58	1.02
Average results of 17 descriptions of Welsh coals	1.225	89.13	4.23	1.27	1.01	2.12	2.24

In further support of this theory, Messrs. Miller, Hofmann, and Frankland remark in their report—"One pound of pure carbon (according to the most accurate analyses) by its combustion emits an amount of heat sufficient to evaporate 14,579 lbs. of water at 212° into steam at 212°; 1 lb. of hydrogen when burnt emits heat enough to convert 63,566 lbs. of water at 212° into steam at the same temperature." As Mr. Nixon affects to question the value of theoretical tests for determining evaporative power, I will assume, in deference to his altered opinion, the more satisfactory conclusions afforded by "practical" experiments, and will even regard Portsmouth Dockyard as the infallible medium for obtaining correct data on this subject. I am, therefore, surprised to find, upon referring to the last "Report of all Trials of Coals at Portsmouth Dockyard," dated April 26, 1853, Mr. Nixon's theory of the superiority of "Four-foot" to mixed coals as being actually shaped Cardiff, at variance with the results there recorded. It will be seen by the subjoined extract that of 86 trials of Sguborwen Merthyr (comprising a mixture of a greater number of the coals enumerated by Mr. Nixon than any other in the Aberdare Valley), compared with five trials of Cwm Amman Merthyr (Four-foot coal), the equality of the former is shown with respect to evaporative power, whilst, as regards relative purity, the percentage of ash, clinker, and each other essential requisite particularised, is decidedly in its favour; so that, practically or theoretically considered, "Four-foot" coal possesses no advantage over mixed coal:—

	Number of trials.	Average results.			
		Pounds of water evaporated to 1 lb. of coal.	Ash.	Clinker.	Boiler scale.
Sguborwen Merthyr (mixed coal)	86	8.20	3.32	1.49	4.81
Cwm Amman Merthyr (Four-foot)	5	8.20	3.92	1.67	5.49

Mr. Nixon again remarks—"The superior quality of the upper 'Four-foot' in the Aberdare district is so well known that it seems idle to comment upon it." In support he informs us it bears a higher royalty, and commands a better price. Here again he is at issue with facts. In refutation of the alleged superiority of the Four-foot coal over the other seams usually worked, I must direct his particular attention to the subjoined summary of results by Messrs. Miller, Hofmann, and Frankland, before referred to, giving the relative theoretical value of the Four-foot, Nine-foot, and Two-foot nine-in. seams. He will find the result singularly opposed to his theory, for the theoretical evaporative power of the "Four-foot" seam is indicated as being the "lowest" of the three seams experimented upon.

SUMMARY OF RESULTS.—WELSH COALS.

Variety of coals.	Upper Four-foot seam.	Nine-foot seam.	Two-foot nine-in. seam.
	Average of twelve samples.	Average of three samples.	Average of two samples.
Theoretical evaporative power	15,738 lbs.	15,852 lbs.	15,572 lbs.
Specific gravity	1.328 lbs.	1.321 lbs.	1.318 lbs.
Coke	86.495 lbs.	87.840 lbs.	88.140 lbs.
Moisture	9.592 lbs.	9.580 lbs.	9.570 lbs.
Frangibility (large)	Average of the whole	Average of the whole	Average of the whole
(small)	29.8 lbs.	29.8 lbs.	29.8 lbs.

The comparative softness of this vein, or "breaking down to small," I have already alluded to in my former letter; any further remarks on this head are, therefore, super-

As regards the higher royalty paid for "Four-foot" coal, it is not attributable, as Mr. Nixon implies, to its superior quality, but exclusively to its being considerably nearer the surface than the underlying seams, with which it is ordinarily mixed, thus requiring less capital for development, and, by bringing it within the compass of smaller capitalists, rendering it more marketable to the lesser or proprietor of the colliery. Further, in consequence of the increased cost attending the winning and working of the lower veins, the royalty invariably decreases in proportion to the greater depth of the particular vein worked. With respect to the "Four-foot" coal commanding a higher price, Mr. Nixon is again incorrect, for it is notorious that the Cwm Amman and Carr's Merthyr, which are exclusively Four-foot coals, unfortunately for their proprietors, afford no such advantage. Mr. Nixon next enlightens his readers by stating there are nine seams worked and sold by other colliery proprietors, comprising an aggregate thickness of 43 feet. Although, by referring to my letter, he will find the number really worked in the Aberdare Valley was not mentioned, he has himself inadvertently supplied the information, by stating the actual number to be three only, comprising the Upper Four-foot, Six-foot, and Nine-foot. It is true there are one or two exceptions, but generally the working is confined to these seams. From the extraordinary efforts made by Mr. Nixon to establish the comparative superiority of his Four-foot coal, and the powerful aid afforded him in promulgating his exclusive theory by his influential partners, it is not surprising that the different steam-packet companies he has enumerated have been induced to test its value; but already opinions are changing, to the prejudice of his theory. As before stated, the *Stratford* General has issued an official letter, intimating that it is found "inexpedient" to confine the supply of steam coal for Government use to the "Four-foot" seam, the customary mixture of deeper and harder veins giving a more satisfactory result, the proportions of which, in reply to Mr. Nixon's facetious enquiry, are best determined by experience, and the condition of the particular veins worked. In conclusion, I must contradict the charge imputed to me of attempting to show Messrs. Nixon's coal "to be inferior to others." I most emphatically disclaim having been influenced by any such invidious motive. It has been my object to disprove the assertion of the *Times* correspondent, in stating that "this description of coal possesses 30 per cent. greater power than ordinary Welsh coal." It is evident the comparison cannot include coals worked in the Aberdare and Merthyr Valleys, for their theoretical evaporative power is shown to be but fractionally different to that of Messrs. Nixon's, which, however, has not given so satisfactory a result in the laboratory of Messrs. Miller, Hofmann, and Frankland as at Portsmouth Dockyard.

Aberdare.

WHEAL FLORENCE COMPANY.

Sir, I think it necessary to notice a letter in your last paper from Capt. John Curtis, referring to a mine called Wheal Florence. This piece of ground was granted to Mr. R. H. Mitchell by the late Mr. Trevelyan, by a sett dated August 29, 1849, for a term of 21 years, and the interest under such sett is now vested in the Wheal Grylls adventurers, who also held grants from the tin boundaries. A suit in Chancery was instituted by the present Mr. Trevelyan, to set aside his father's sett, which the adventurers were advised to defend, but no further proceedings seemed necessary, as Mr. Trevelyan became satisfied that the Wheal Grylls party could work his ground better than any others, and a negotiation was entered into, having for its object a new sett to Wheal Grylls, and an honourable and permanent settlement of all differences. No prudent man would take ground which was the subject of a Chancery suit; and much surprise was naturally excited at learning that a licence of the spot in dispute had been granted by Captain Curtis, the tutor of Mr. Trevelyan, without the knowledge of his solicitors. This is the mine called Wheal Florence, but it is at present under water, and could not be worked by any party without an engine to raise the water, and the Wheal Grylls adventurers can drive levels through this land by their present machinery, and they intend to do so as soon as the arrangement with Mr. Trevelyan has been perfected. In the meantime notice has been served on the Wheal Florence agents, that the tin rained by them is the property of the Wheal Grylls shareholders, and I have no doubt the former will see the impolicy of any further interference with those who have expended a considerable sum in exploring the ground and discovering the tin mentioned by Captain Curtis.

December 12.

Secretary to the Grylls Mining Company.

SILVER VEIN MINING COMPANY.

Sir, The report made by the directors, and published in the *Journal* of Nov. 23, would have received my reply had not experience convinced me that the question of the extraction of silver from oxides of iron (kassan), and from other refuse, so generally disregarded by Cornish miners, was one commercially and scientifically of that importance to the mining interests generally, that no personal feeling which might have been for the moment caused by a report so practically in error should in any way influence the question. It was my intention, this week, to have given fully my reply to the statements put forth, had not private business and ill-health prevented me. On my return to Cornwall, after having inspected the lode in the 18 ft. level, which from analyses of one called Wheal Florence, is now supposed to be of the value of 100 per cent., and those reported upon by me, taken only from 6 to 2 fms. from the surface, the mine at that time being rather under 10 fms. deep. From reasons given, I must solicit the insertion of my answer to the directors' report at an early period.

F. SQUIRE.

Meetings of Mining Companies.

CARADON CONSOLS MINING COMPANY.

A general meeting of proprietors was held at the company's offices, Austinfrank, on Wednesday, Mr. BUCKLAND in the chair.

Mr. E. KING (the secretary) read the notice convening the meeting, and the minutes of the last were read and confirmed. The accounts for the three months ending Sept. (from which the following is condensed) showed—

July mine cost, merchants' bills, &c.	£283 3 6
August ditto	223 16 9
Sept. ditto	172 1 7
Whim-engine (molety of purchase-money)	362 10 0 = £1041 11 10
Balance last audit	£56 12 0
Call	685 10 0 = 742 2 0

Leaving debit balance £209 9 10

The report of the agent was read, as follows:—

Dec. 9.—The engine-shaft is down 14 fms. below the 54; we purpose sinking 6 feet deeper before opening on the course of the lode. About 3 fms. above the present bottom of the shaft we met with the caunter lode going down nearly perpendicular, and which has produced fine stones of ore, but, owing to it being within the influence of the cross-course, is now unproductive; as soon as the shaft is down to the level of the required depth, skip-road and casing fixed, to begin immediately to open on the caunter and engine lodes, away from the cross-course, into settled ground, and also put out cross-cuts to intersect the very kindly lode seen in the 54. We may reasonably expect that the operations will be attended with good results. There has been no new feature in the cross-cut south during the past quarter; the end is now suspended, as we intend to push out at a deeper level. We have intersected two lodes in the north cross-cut since your last general meeting, and have opened a short distance eastward on one of them, where it has produced good work for copper. This will unite with the Menadue lode, about 15 fms. east of the cross-cut; we are, therefore, forcing on the ore and on the Menadue, to meet this point. We are driving west on a north lode, to prove it away from the cross-course; so far it has produced good stones of ore. A fathom or two further will prove whether it is likely to become more productive or not. The 54 north is suspended, it being near the boundary of Cradock Moor. The Menadue lode has been extended west of cross-course 8 fms., where we commenced operations; here the lode was not more than a few inches wide, and very poor; it is now full 2 ft. wide, regular and well defined, and carries good spots of ore. This is a very promising end. We are opening on the Menadue lode, east of cross-course; the lode in this direction was scarcely discernible when we began to drive, and although we have only extended a little over 2 fms., the lode in the end is 2½ ft. wide, and yields stones of ore, worth at least 20 per cent. for copper; and, judging from present appearances, there is every reason to expect that we shall soon have a good productive lode, or, at all events, at the point where the north lode and this form a junction a course of ore may almost be depended upon. I, therefore, strongly recommend to continue to drive east and west on the Menadue, and to open out vigorously at the bottom of this mine as soon as practicable. I have a strong opinion that the lodes will be found productive as soon as fairly laid open at the depth we purpose driving. I calculate about 1700 lb. per month will be sufficient to cover all expenses with the force now employed.—W. RICH.

The CHAIRMAN having moved the adoption of the report and accounts, said he felt it would be unnecessary for him to make any lengthened remarks upon the position and prospects of the property, the captain's report having already entered at considerable length into the whole of the details connected with that matter. He (the Chairman) must say that he considered the prospect highly promising, for he had no doubt that at the 68 fathom level the whole of the lode, when intersected, would lead to some very important discoveries, which would greatly enhance the value of the property.

Mr. BALSTER enquired how the statements and estimates made in the report submitted to the last meeting had been borne out by actual results?

The SECRETARY replied that at the last meeting the lodes referred to in the report just read had not been seen, but since that period they had been intersected in the cross-cut in the 54, from which time they had been in process of development. The shaft was to have been sunk to the 70, but it was found that a 14 fm. level was a long lift, and at that depth the level would be driven.

Mr. COOK enquired the reason that the whim-engine, which had been ordered 12 months before the mine was brought into Mr. King's office, had not been charged in the accounts before the present time?

The SECRETARY, in reply, stated that the whole of the liabilities were charged up to the end of September, including a moiety of the cost of the whim-engine. That engine was ordered some 18 months since, the payment for which was to be made by six and nine months' bills after the time of delivery, and, therefore, until the engine had been erected, either of the amounts could not be charged in the balance-sheet. Before the next meeting one of the bills would become due, and hence the amount had been charged in the present account, and in another three months the second bill would become due; but there was no other outstanding liability against the mine.

Mr. COOK considered the explanation satisfactory.

Mr. BATTERS was glad Mr. King had given such a satisfactory explanation, for the cost of the engine not having been liquidated had been a handle of by some persons in the market; the explanation just given threw a totally different light upon the matter.

The SECRETARY, in answer to a question, stated that the operations had within the last few months been extended. Six months back there were only twelve men, six in each cross-cut, but since then nine men have been put to work in the shaft, besides others who were engaged in opening the lodes. Their agent stated in the report that he estimated the shaft would be down to the 68 fm. level in about a month—that is, 65 fms. from ground. In the engine-shaft the lode had gone down more perpendicularly.

The report was then received and adopted, and the accounts passed and allowed.

The CHAIRMAN said they had now to go into the question of finances. By the statement of accounts just submitted it had been seen there was up to the end of September an adverse balance of 2091. 9s. 10d. According to the estimates made by their captain their costs during the current quarter would be 1700 lb. per month. So that they had to provide for about 8100 lb., including the first moiety of the cost of the whim-engine. The committee had gone into the whole question very carefully, and were unanimous in recommending that a call of 11. per share should be made. If no discoveries were made during the current quarter a similar call would be required at the next meeting. But looking to the favourable position of the mine, the encouraging prospects presented, and that henceforth they would be operating upon lodes instead of driving through the country in search of them as hitherto, he thought their chances of meeting with some good results were very great.

The SECRETARY, in answer to a question, stated that the outstanding liability was the second moiety of the cost of the whim-engine, everything else having been charged up to the end of September. He reminded the meeting that a great many things had been

required, which had occasioned a large expenditure, and it could not but be satisfactory to know that the whole of them had been charged and paid for.

Mr. BATTERS considered they were indebted to their secretary for the very satisfactory manner in which the calls had been collected, the arrears since last meeting having been materially reduced.

Mr. HAWK considered that the management of the property was in every way effective, and he hoped that their exertions would soon be crowned with success.

Mr. PETER WATSON, who had been intimately associated with the property some nine or ten years since, stated that a short time ago he had the mines inspected, and he believed Caradon Consols would ultimately prove to be, if not equal to its rich neighbour, East Caradon, certainly a very productive property. In common with the opinion of everyone who knew anything of the district, he had always regarded the Caradon Consols as an unusually favoured property. He urged the great necessity of vigorous development at each point. The bottom of the shaft presented the most favourable prospects, and he would remind the meeting that should a course of ore be met with, it would be a source of perennial wealth, if it in any degree approached that of its neighbour, East Caradon, which he thought proved to be one of the most wonderful mines ever opened in the county of Cornwall. Without being so sanguine as to hope that Caradon Consols would produce such extraordinary results as had been achieved at East Caradon, without expressing his opinion of the peculiarly favourable geological character and position of Caradon Consols, or without referring to the acknowledged but, yet, he believed, unascertained wealth of the district in which the property was situated, he thought it was not by any means an unjustifiable assumption to expect that Caradon Consols would yield such results as would be satisfactory to all concerned.

A call of 11. per share was then made, and the committee of management were re-appointed.—Votes of thanks having been passed to the Chairman, committee, and captain, the proceedings terminated.

NORTH WHEAL ROBERT MINING COMPANY.

An ordinary general meeting of proprietors was held at the offices of the company, Bishopsgate-street Within, on Monday.—Mr. PROCTER in the chair.

Mr. J. H. MURCHISON (the secretary) read the notice convening the meeting, and the minutes of the last were read and confirmed. A statement of the costs and returns for the four months ending Sept. (from which the following is abstracted) showed—

Mine cost, merchants' bills, &c.	£2388 3 4
London expenses	51 17 0
Dues, &c.	129 7 0 = £2569 8 2
Ore sold	£2472 3 9
Discount on merchants' bills, & sundry receipts	2 19 4 = 2475 3 1

Leaving balance (loss) £94 5 1

Up to the end of Oct. there was a balance of assets over liabilities of 1897. 16s.

The report of the agents was read, as follows:—

Dec. 6.—We beg to hand you our report, showing the progress made in the further development of the mine during the last four months:—Murchison's Shaft: Elliott's cross-cut south, in the 52 fathom level west, has been extended 6 fathoms 1 ft. 6 in., and is still being driven for intersection of No. 2 south lode. The 52 fathom level west, east of Elliott's cross-cut, on No. 1 south lode, has been driven 10 fms. 5 ft. 9 in., and communicated with Crowie's winze; the lode, averaging 2 ft. wide, is composed of quartz, mundle, and stones of ore. The 42, on No. 1 south lode, has been driven east of Crowie's winze 7 fms. 1 ft.; the lode for the first 4 fms. is 18 in. wide, and yields in places good stones of ore. From this point, and home to the present end, the lode is improved, being at present worth ¼ ton of ore per fm., and promises further improvement. Edwards's cross-cut south, in the 30 west, has been extended 11 fms., and intersected No. 2 south lode, and from thence the 30 has been driven east on its course about 3 fms. The lode is 2 ft. wide, and consists of capel, quartz, mundle, and a small proportion of copper ore. This drive (the 30) has also been extended west 3 fms., sufficiently clear of the main lode, in the former direction 2 fms., where the lode yielded 1 ton of ore per fm. The 30 west has been driven east of David's rise 2 fms., on the south part of the lode, and the lode is worth 2 tons of ore per fm. The 30 west, and west of David's rise, has been extended 2 fms., and for this length the lode yielded 1 ton of ore per fm.; this driving, having reached the cross-course, is suspended. The 20 cross-cut has been continued north of Toll's rise, and intersected the north part of the main lode, which proved to be 3 ft. wide, worth 1½ ton of ore per fm. On this north part of the lode the 20 has been driven west 9 fms. 5 ft., and the lode is worth on an average 1 ton of ore per fathom. In the present end, however, it is not yielding ore sufficient to be of any marketable value. The 20 has been driving east and west of Toll's cross-cut, on the south part of the main lode, in the former direction 2 fms., where the lode yielded 1 ton of ore per fm., which is also its present value, and in the latter 10 fathoms, and communicated with Carter's rise, the lode averaging 3 ft. wide, worth 2 tons of ore per fathom. Toll's winze below the 20, on the south part of the main lode, is communicated with David's rise in back of the 30. The lode for the whole depth, to the 30, is worth in places ½, 1, and 2 tons of ore per fm. In Rich's rise and slope, in back of the 20, on the south part of the main lode, the lode is worth 2 tons of ore per fm. Stancombe's cross-cut north, on the western cross-course, has been driven 10 fms. 2 ft. towards No. 2 tin lode, in favourable ground. The 30 has been extended west of Friend's cross-cut, on No. 2 south lode, 12 fms. 3 ft. 3 in. The lode is 1 ft. wide, and worth for a short length ¼ ton of ore per fathom. In the present end, however, it is not yielding ore sufficient to be of any marketable value. The 30 west, east of Mayne's cross-cut, has been driven 6 fms. on No. 1 tin lode; the lode for the whole length of this driving is worth 101. per fm. In the present end, however, although not so good, it is productive to the extent of about 61. per fathom. It will be seen by the description given of the different points of operation that a general improvement has taken place, we have consequently been in a position to exceed the promised returns, and we hope to maintain these samplings at a cost of about 6500. per month. The ground laid open upon the tin lode having proved productive to a full force of men, to come back as quickly as possible under the ore gone down in the 62 above.—Trial Shaft: The 42 east, and east of Will's cross-cut, on No. 2 south lode, has been driven 1 fm. 1 ft., and communicated with Rich's winze; the lode yielded good stones of ore. Scoble's cross-cut south, in the 42 west, has been driven 7½ fms., and intersected the south part of the main lode, and from thence the 42 west has been extended on the course thereof 9 fathoms; the lode in the present end is 18 in. wide, and worth ¼ ton of ore per fm., and promises speedy improvement. Bolt's cross-cut south, in the 30 west, has been driven 5 fms. 1 ft. 3 in.; the ground is favourable for progress, and we hope to meet with the south part of the main lode in about a fortnight from this time. The 30 west, east of Mayne's cross-cut, has been driven 12 fms. 3 ft. 6 in. on No. 1 tin lode; the lode for the first 5 fms. is worth 1 ton per fm., but from this point the lode has become small, 1 ft. wide, and yields a little saving work. This driving is suspended for the present, and the men put to rise in back thereof, where the lode is worth 101. per fm. The 30 west, and west of Mayne's cross-cut, has been driven 6 fms. on No. 1 tin lode; the lode for the whole length of this driving is worth 101. per fm. In the present end, however, although not so good, it is productive to the extent of about 61. per fathom. It will be seen by the description given of the different points of operation that a general improvement has taken place, we have consequently been in a position to exceed the promised returns, and we hope to maintain these samplings at a cost of about 6500. per month. 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cross-cut in the 45 south is progressing favourably; it is letting out a quantity of water; we expect to cut the lode this month. The lode in the 25, west of Norden's shaft, is 2 ft. wide; since our last report the lode has been split by a horse of ground; the branches are coming together again very fast; in 3 or 4 ft. driving we expect the lode will look much better. Norden's shaft and the winze in the 25 are down to water. We shall not be able to sink them until we have the lode in the 45 cross-cut.

CLARE UNITED.—J. Lester, Dec. 11: The water was in work on Saturday night, and the lower workings resumed on Monday, under the following bargains then set: The 32 east to four men, at 110s. per fm., and since the lode has much improved, the last 3 ft. being now a good mixture of lead and blende ores. The 32 west is not yet set; we must first clear up the stuff broken from the stopes in back of the 32 and sides of winze during the time the water was being kept out. I have set six men to stop the back of the 32 east and west of winze, 12 fms., at 45s. per fm.; the lode will yield from 10 to 12 cwt. of lead ore per fm. The mason is getting on with the walls for drawing-machines. If you will send me forms for sample stones we can sample 20 tons of good quality ore.

CRANFORD.—H. Skewis, Dec. 10: The lode in the 60, west of engine-shaft, is 18 inches wide, composed of spar, muddle, and occasional stones of copper ore. The lode in the rise in back of this level is 18 in. wide, composed of spar, muddle, and stones of copper ore, with a very promising appearance. The lode in the shaft sinking below the 50 is 20 in. wide, with at present 101. per fm.; here we shall lay open some tribute ground. The lode in the 50, west of engine-shaft, is 3 ft. wide, composed of spar, muddle, and jack, intermixed with copper ore, but not enough to value. In the 56 cross-cut north, towards the Brigian lode, which is over the elvan course, we have had some branches of spar and muddle, and a quantity of water coming out of the ground. These are strong indications that we are approaching near a lode or branch, which appears to be gone off north in the 30. The lode in the 10, west of winze-shaft, is still small and unproductive; the ground is favourable for driving; there are about 10 fms. more to drive before sinking a winze on the tribute pitches in back of the 20. There is nothing new in the cross-cut south of Bejawa lode, and the ground at present is hard for driving. There are 20 men working on tributes varying from 7s. to 13s. 4d. in 11. We expect to sample 20 tons of copper ore next week, which we hope will realise about 200l.

CUDDRA.—A. Cundy, Dec. 12: Ticekell's 100 fm. level has been driven west by the side of the tin lode about 5 ft. No lode has been taken down this week, but when last taken down we found it very good for tin. This discovery speaks well for the western part of the mine. In No. 1 stop, in the 60 fm. level, the lode in the west part of the stop is 6 ft. wide, and worth 21 cwt. of tin per 100 sacks. In No. 2 stop the lode is 6 ft. wide, and worth 1 cwt. of tin per 100 sacks. The winze sinking in the bottom of this level is down 2 fms. 1 ft. The lode is 6 ft. wide, composed of quartz, peach, and capel, with a small quantity of tin, but nothing to value yet.—Walker's Shaft: We commenced on Monday morning to take down the lode, which is about 4 ft. wide, and worth about 7 cwt. of tin per 100 sacks. In the winze sinking west of Walker's, at the same level, the lode is about 2 ft. wide on the tin part, and worth 2 cwt. of tin per 100 sacks. In the stop in back of this level, west of shaft, the lode is 3 ft. wide, and worth about 1½ cwt. of tin per 100 sacks. The 60 east is being driven west, by four men, in kilias, at 4s. per fm. In the winze sinking in the bottom of the 60, north of Parry's shaft, the lode is 4 ft. wide, and worth 2 cwt. of tin per 100 sacks.

DEVON NEW COPPER MINE.—P. Hawke, Dec. 10: I find by the change of underlie in the great north lode, between the 78 and the 88, that the junction of the same with the new south lode will take place at a depth of 20 fms. below the 88; the vertical position the great north lode has, and is still assuming, is a feature of the utmost importance to its value, although the junction will necessarily be at a greater depth than was expected.

—P. Hawke, Dec. 12: In stopping the leader in the 78, the influx of water became so great that the men were driven from the stop; but before leaving the bottom of the stop, I examined minutely the course the ore seems to take, and I felt persuaded that it might be cut into the north. After working some hours, I am happy to say that we broke through to the productive part, and the product is quite as good as the samples sent to town from the stoping of the leader, which is scarcely second to any copper ore as to quality. I have put the men to stop the side and back of the level upon a splendid prospect, which may be considered a good lode—in fact, the men wanted to take it on tribute, but this must be deferred for a week or two, in order to ascertain its real value.

DOLCOATH.—C. Thomas, W. Provis, J. Tonkin, J. Thomas, Dec. 9: South Part of Main Lode: The engine-shaft is sunk 4 fms. below the 266; the lode is unproductive. The 220, west of Dunkin's garden shaft, is worth 12s. per fm. The 210, west of Dunkin's garden shaft, is worth 10s. per fm. The 210, east of new east, is worth 12s. per fathom. Harriett's shaft is sunk 7 fms. below the 190, and is worth for copper and tin 25s. per fathom. The 190 east, towards the valley main lode, is progressing favourably. The 160, west of Wheel Kilias, is producing good stones of copper ore.—North Part of Main Lode: The 266, west of engine-shaft, is worth 60s. per fm. The 266, east of engine-shaft, is worth 50s. per fm. The 254, west of engine-shaft, is worth 40s. per fm. The 254, east of engine-shaft, is worth 14s. per fm. The 242, west of old dump, is worth 30s. per fm. The 242, east of new east, is worth 10s. per fm. New east shaft, under the 242, is worth 16s. per fm.; we expect this will be holed to the 254 in less than two months. The 230, east of new east, is holed to the winze under the 210; the lode is worth about 18s. per fm.—North Entrail Lode: The 20, west of cross-cut, North of Rulo's shaft, is unproductive. The balance of the cost of new engine, pitwork, &c., is charged to-day, the whole of which is upwards of 6000l. We are still raising about the same quantity of tin—80 tons a month.

DRAKE WALLS.—Thos. Gregory, Dec. 12: In the 102, east of Matthews's shaft, the branches are producing a good yield, and very promising. In the 92, east of Matthews's, the branches are worth 7s. per fm. The branches in the Tye level east are worth 8s. per fm., and laying open profitable ground. In the 80, west of Betteley's, we have passed through the cross-course, to the west of which we have broken some fine stones of tin; probably it will take a week to sink the main branch, west of the 210, and the quantity of such excellent ore that it contains guarantees a rich lode below this level. We have been very fortunate in the choice of position of this level; it is driven across those points that were favourable to the production of lead ore, and the results already obtained show that we were right. Every fathom yet driven has shown some interesting features in a geological and mineralogical point of view.

EAGLEBROOK.—H. Tyack, Dec. 10: We have cut through the hard ground which we have had in our 30 fm. level, where the lode is more congenial for making a good deposit of ore, the vein being composed of nice soft spar, mixed with a considerable quantity of carbonate of lead; this end is being driven by four men. Our 20 fathom level is being pressed forward with the utmost vigour; the lode in this end is in fact exceedingly strong, and yielding from 15 to 20 cwt. of lead ore per fm., with every prospect of its continuing for a great distance. A cross-cut has been driven to the west of the engine-shaft in the 10 about 11 fms. south, but as we are not certain that we have met with the right south lode it is very desirable that this should be continued a little further, so as to make certain of this point, and I have put two men to carry on this work. All the machinery is in good order, and working well.

EAST ABRAHAM.—H. Cowling, Dec. 10: We have commenced operations at this mine, and shall speedily have the shafts in working order and the level clear, when I anticipate raising good quantities of copper ore. According to the statement made by the tributers, who formerly worked in these mines, there is a fine course of ore near the boundary of Wheel Abraham dipping towards our ground. A level is driven upwards of 100 fathoms on the course of this lode in East Abraham, and the ground standing whole to surface about 45 fathoms. I am daily having applications for tribute pitches, but prefer to see the extent of the ore ground opened first myself, also to ascertain the value of the lode in the bottom of the level, which is stated to contain a rich course of ore. It is near 50 years since this work was commenced; the copper ore at that time realised 34s. per ton, at a standard of 80l. for fine copper. The Crenver and Wheel Abraham United Mines are taken up by an influential company, with a capital of 100,000l.; their working will greatly facilitate our operations, inasmuch as expensive pumping machinery will be dispensed with, and enable us to raise large quantities of ore at a comparatively small cost. It will be remembered that the yield of copper ore from Wheel Abraham at the former working exceeded in value that of any other mine in Cornwall, amounting to above two millions sterling. East Abraham contains the same run of lodes, and will, from all appearance, become as productive and profitable to the shareholders, and I have no hesitation in saying that all who invest in this mine will be richly rewarded by a lasting and increasingly valuable property.

—J. Thomas (Camborne): East Abraham Mines are a continuation of the run of rich copper lodes of Old Abraham and Crenver, which champion lodes are going through the centre of your sett. There are three lodes opened in the adit level that will let on tributes of copper ore. These lodes in the 45 are oxidizing, and the sides of the level are quite green with the oxide of copper. I worked in the Wheel Abraham when a young man, and was one of the partners working at the adit level near the boundary east, from which we broke thousands of pounds worth of copper ore within a few fathoms of your ground. The old mine is again taken up by an influential company here, and will benefit East Abraham very considerably, as this mine will be worked dry, requiring but a small expenditure beyond the present cost to bring the mine into a dividend state, and will gladly take an interest in the mine, having seen the lodes, and knowing them to be a continuation of the same productive lodes as in the adjoining property.

EAST BEAM.—J. Webb, Jun., Dec. 12: Owing to an increase of water in the eastern shaft we are obliged to suspend sinking, and have put the men to finish the clearing of the adit.

EAST BUDNICK.—W. H. Reynolds, Dec. 11: In the 17 and west the lode is 12 to 15 in. wide, and yielding 6 cwt. of lead per fm.

EAST CARN BREA.—T. Glanville, Dec. 11: In the 26, driving east, the lode will produce 3 tons of ore per fm., worth 12s. per ton. In the 50, east and west of the cross-cut, no lode has been taken down during the past week. In the winze below the 40 the lode will produce 3 tons of ore per fm.; we are now to water in the winze, which will prevent us sinking below the 50 and is further advanced. In the 40, driving east from the western shaft, the lode will produce 3 tons of ore per fathom. In the 30, east of the western shaft, the lode will produce 1½ ton of ore per fm.

EAST DEVON GREAT CONSOLS.—T. Richards, Dec. 10: In the 52, driving west on the south part of the lode, from 4 to 5 ft. wide, is of a very promising character, and in easy ground for driving. In the 40, east of south cross-cut, the lode is from 2 to 3 ft. wide, composed of spar, prun, muddle, spotted with lead and copper ore; a slide appears to have come in contact with the lode, causing it to take a more southerly direction than hitherto; the ground continues very favourable for driving.

EAST PROVIDENCE.—T. Uren, Dec. 10: Boorman's shaft is sunk 3 fathoms below the 30. The lode here continues to yield good stones of tin. Twelve men are now engaged sinking this shaft as fast as the ground will admit. No time will be lost in getting it down to the 40, as that level is likely to make a very productive one. The winze below the 30 is sinking by six men, at 8s. per fathom; the lode here has a beautiful appearance, worth 12s. per fathom. The 30 is driving east from Boorman's shaft by six men, at 8s. per fm.; lode 12 inches wide, worth 3s. per fathom, and showing indications of improvement. About 2 fathoms more driving will bring this end under the above-mentioned winze sinking below the 20. The 80 west is driving by six men, at 5s. 10s. per fathom; the lode in this end at present is small, producing a little tin, but not much to value.

EAST ROSEWARNE.—J. James, Dec. 7: In the 55 east the lode is disordered at present, consequently declined in value; we think this is a temporary change, and that it will shortly improve. In the 55 west the lode is 15 in. wide, worth 8s. per fm.; this being in hard elvans, we may expect a good improvement as we get out of it, which we hope to do shortly. We have set a stop in the back of this level, at 4s. per fm., where the lode is 1 ft. wide, worth 10s. per fathom. In the 43 east the lode is 1 ft. wide, worth 10s. per fm. In the 43 west the lode is 1 ft. wide, of a very promising character, composed of muddle, quartz, and copper ore. In the stopes below the 43 west the lode is 16 in. wide, worth 30s. per fathom. There is no change to notice in the 43 cross-cut, south of King's. The pitches in the back of the 43 east are improved. There is no other change of importance in the tribute department.

EAST TYWARNHALE.—Capt. R. Kendall (Dec. 4), of Charlotte United, writes as follows:—I am acquainted with the ground comprised in East Tywarnhale mine, and from what I have seen of the lodes and stratum I think you have a first-rate piece of mining ground, and particularly so if you look at your position, with so many lodes and cross-courses, and a dry mine to the 30 fm. level. You have only to put up a horse-wheel to draw the stuff, and you can bring copper ore into the market very quick, and a small capital will bring this mine into working order. This ground is surrounded by some of the best mines in the county, and if speedily and carefully developed you have one of the best chances in the county for mining operations, and it will, I have no doubt, in a very short time be one of the best mines in that locality.

EAST WHEEL GREENVILLE.—G. R. Odgers, W. Bennetts, Dec. 11: We have not taken down any lode in the engine-shaft since our last; where picked into we find good ore and tin. The lode in the 35 east is in two parts, the south one is 2 ft. wide, yielding good ore and tin, worth 101. per fm.; the north part is 18 in. wide, producing average work for ore and tin. The lode in the 35 west is about 20 in. wide, composed of black and grey ore, embedded in quartz and prun; there is water flowing from it, and it is producing about 1 ton of ore per fm., a kindly lode. The stopes above this level is worth for copper and tin from 5s. to 7s. per fm. The lode in the 25 east is 20 in. wide, composed of quartz, peach, and prun, producing stones of tin.

EAST WHEEL MARTHA.—J. Richards, Dec. 11: We are opening on the backs of the different lodes in this mine, and I am glad to say the prospects are very good indeed. We have already seen three lodes and one cross-course, and I have no doubt there are other lodes in the sett.

EAST WHEEL RUSSELL.—J. Goldworthy, Dec. 10: The 110, west of Fawin's cross-cut, is communicated to the end, east of John's winze. No other change.

J. Goldworthy, Dec. 11: The driving of the 110, east of Homersham's shaft, has been commenced to-day. There is no change in any of the bargains since last report.

EAST WHEEL TOLGUS.—Dec. 11: Redruth Consols Lode: The lode at John's shaft, below the 70, is 1 ft. wide, composed of spar, muddle, and good spots of ore, but not to value. The lode in the 70 west is 10 in. wide, consisting of spar, muddle, and spots of ore. In the same level east the lode is 4 ft. wide, composed of peach, muddle, and spar, with good stones of ore—a very kindly lode. The stopes in back of the 22, east of John's shaft, is worth for tin and copper 9s. per fm. The ground in the 46 cross-cut, north from John's shaft, is rather hard; no lode or branch has been met with. In the adit level, at the new shaft, we are still stripping down a piece of the side of the level west of cross-course, to search for the branch we met with in sinking the shaft; the ground is hard and wet, and we cannot make much of it.

POWEY AND PAR UNITED.—J. Treddinick, Dec. 11: The ground in the engine-shaft is of a favourable character for mineral; we are getting on very well in sinking the shaft, working from an early hour on Monday morning to a late hour on Saturday night, in order to get down on the back of Colman's lode, where we expect to lay open good and profitable tin ground. When we cut the above-named lode we shall extend a cross-cut north to get under the shoot of tin we had on Palmer's lode, north of the engine-shaft. We shall now commence to level up the ground for the stamps and floors. The engine is working first-rate, and every other branch of work is going on satisfactorily.

GARLIDA.—J. Rowe, P. Frick, Dec. 11: Garlida Lode: The flat-rod shaft is sunk 8 fms. 2 ft. below the 50, sinking by 12 men, at 30s. per fm. The lode for length of shaft 12 ft. wide, worth 30s. per fm. No. 1 winze, sinking below the 50, 4 fms. west of flat-rod shaft, is down 2 fms., sinking by four men, at 3s. 10s. per fm., worth 20s. per fathom. No. 2 winze, east of flat-rod shaft, sinking below the 50, is sunk 1 fm.; sinking by nine men, at 10s. per fathom; the lode is 4 ft. wide, worth 15s. per fm. The 40 fm. level, driving west of flat-rod shaft, at 4s. per fm.; the lode is 3 ft. wide, worth 5s. per fm. The 30, driving west of flat-rod shaft, by four men, at 8s. per fm.; the lode is worth 3s. per fm. No. 1 rise, over the 30, 5 fms. west of flat-rod shaft, is worth 10s. per fathom. No. 2 rise, over the 30, 15 fms. west of flat-rod shaft, is up 1 fm.; the lode is in the 30, and undoubted, the stopes, on the whole, are not turning out so well as they have done; the average value here is 7s. per fm.; average price of stopping, 3s. per fm.—Reed's Lode: Six men driving the 30, east of cross-course, at 4s. 10s. per fm.; the lode is poor. Four men driving west of cross-course, at 9s. per fathom; the lode is 18 inches wide, and poor.

GARREG.—Wm. Sandoe, Dec. 11: The lode in the 20, going west from new shaft, is about 1 ft. wide, producing a mixture of lead ore, calamine, &c., but the end at present is rather poor. In the stopes in back of this level, near the shaft, the lode is 2½ ft. wide, principally clay, but producing a good mixture of lead ore, calamine, &c., and is very likely to improve. The stopes in back and bottom of this level, east of shaft, are also likely to produce good dressing ore and tin. In the old lode driving north from the bottom of the trial shaft, we have gone through two or three branches of spar, &c., and have sunk a little on them, but as yet I am not satisfied as to our having the main lode, and consequently, have resumed the driving north for a short time, in order to prove whether the main part of the lode is not still ahead of us.

GAWTON.—G. Rowe, Dec. 9: Saturday last being our monthly setting-day, the following bargains were let:—The 36 to drive west by four men, at 3s. 10s. per fathom. The stopes in the back of the same level by four men, at 4s. per fm. No change in those parts in the appearance of the lode since last report on. All the filling and handling in the mine for one month, at 8s. We are still engaged in clearing stuff at the 50 with all possible speed.

GREAT CARADON.—F. C. Harper, Dec. 7: We are progressing very favourably with the sinking of the engine-shaft below the 40 fm. level, and the ground has a very congenial appearance.

GREAT NORTH DOWNS.—Capt. Trelease Dec. 10: The engine started for good on Tuesday, and is working well, I think we shall have great success in working.

—Dec. 11: We have forked 3½ fms. already; the engine is working at the rate of seven strokes per minute. Our progress I think will be very rapid.

GREAT RETALLACK.—W. H. Reynolds, Dec. 11: The part of the lode in the shaft is made up of spar, muddle, and spots of lead. In the 45 east the lode is in fact driving good, and a kindly character for ore and tin. The blende pitches are looking very well.

GREAT SOUTH TOLGUS.—J. Daw, Dec. 11: The lode in the 112, west of Lyle's shaft, is 2 ft. wide, composed of spar, jack, muddle, and stones of copper ore. The lode in the 100 west is 1 ft. wide, producing a little ore. The south branch, at the 50, is 1 ft. wide, producing 1 ton of ore per fm.

GREAT TREVEDDOE.—The captain (Dec. 11) writes as follows:—The lode is much the same; you are aware that we got forth in the end as fast as we could, but we have now gone back, and put in the stopes in the bottom, &c., in order to open on it properly. We have holed to an old shaft in driving on the caunter lode, but the east and west lode is untouched, and unseen by the old workers, and it is my opinion that this is a parallel lode to the east and west lode, formerly wrought upon by the former parties, and therefore distinct. It is producing good work for tin, and water is gushing out, which shows to me that a porous lode is not far distant. We shall commence on Monday to cut down the shaft, and get to bottom with all speed. We shall open up a splendid little mine in a very short time, as we shall soon cut the south heave of this lode.

GREAT WHEEL ALFRED.—W. Bagshole, J. Delbridge, Dec. 11: Copper House Shaft: The lode in No. 1 stop, in back of the 220, is worth 101. per fm. All the ore ground in No. 2 stop is taken away. No. 3 stop is worth 16s. per fm. The lode in No. 1 stop, in the 210, is worth 16s. per fm.; No. 2 stop is worth 18s. per fm. The lode in No. 1 stop, in back of this level, is worth 18s. per fm.; No. 2, 18s. per fm.; No. 3, 20s. per fm.; and No. 4, 12s. per fm. There is no change in the 160 cross-cut south as yet.

GREAT WHEEL BUSY.—J. Delbridge, J. Petherick, Jas. Bryant, Dec. 7: In the engine-shaft sinking below the 120 the lode is 1½ ft. wide, yielding good stones of copper ore. In the 120, east of Offord's, the lode is 2½ ft. wide, yielding a little copper ore, but not to value. In the 110, east of ditto, the lode is 3 ft. wide, producing stones of ore and saving work for tin. In the 100, east of ditto, the lode is 5 ft. wide, yielding 12 tons of ore per fm., with good work for tin; we have every expectation of a valuable piece of ore ground in this level for a great length. In the 90, east of Mathew's south lode, the lode is 5 ft. wide, worth for tin and copper 10s. per fm. In the 70, east of ditto, the lode is 5 ft. wide, worth for tin and copper 10s. per fm. In the 50, east of ditto, the lode is 4 to 5 ft. wide, yielding stones of copper ore, and saving work for low price tinifer. In the 50, east of ditto, the lode is 2 ft. wide, yielding a little tin stamping work. We are still clearing Walker's shaft from the 34 to adit, and expect daily to hole, having sunk the stuff and water a great many fathoms below the adit. In the 100 west the lode is 1 foot wide, at present poor. In the 90, west of Rowland's, the lode is 3 feet wide, yielding low-price stamping work. In the 80 rise, against King's shaft, the lode is from 5 to 7 feet wide, yielding a little tin, not much to value. In the 70 cross-cut, towards the north lode, the ground is favourable for driving, at Mathew's shaft, sinking below the 110 to the 120, the lode is 4 ft. wide, yielding 10 tons of ore per fm. the lode in bottom of the shaft, disordered by a roof of kilias, which we consider is only temporary; we purpose sinking the shaft with all speed. In Kiteley's winze, in the 90, the lode is yielding 18 tons per fm. In the 100, Nos. 1 and 2 winzes, east of Offord's, the lode is yielding from 12 to 14 tons of ore per fm. In Wasley's winze, sinking below the 100, the lode is yielding 14 tons of ore per fm. The back and bottom stopes in the 90 are yielding 10, 12, and 14 tons of ore per fm. Levett's winze, in bottom of the 90, is producing 18 tons of ore per fm. Our pitwork seems to be in a good state of work, and no time will be lost in sinking the engine-shaft to the 130, which we have 6 fms. 2 ft. to sink 11 fms. below the 120. We purpose bringing down the skip-rail from the 120 to the 130, and drive the 130 west with all dispatch. At Boscarew's we purpose dropping a shaft, which will be completed in the early part of the week; we have the pulley fixed, and Kiteley's shaft completed to the 29. We are cutting down Hunter's shaft from surface, and are clearing and securing the same from adit to the 25. We have the steam capstan at work, and are now engaged fixing in the steam-whim; we shall be ready to draw in a week or ten days.

GREAT WHEEL MARTHA.—H. Rickard, Dec. 11: On Saturday last, being setting-day, the following pitches and bargains were set:—Tribute: Three pitches to 16 men, at an average tribute of 7s. 10d. in 11, for two months; and two pitches by eight men, at 12s. in 11. The last pitch in the mine was not set, in consequence of a run having taken place; the tributers were not paid right till Tuesday. The 52 cross-cut south, towards the lode, by eight men, at 6s. 10s. per fm., started to cut the lode. The stopes in back of the 40 east by ten men, started 8 fms., at 3s. 10s. per fm. Thomas's shaft to sink below the 30 by four men, started the month, at 6s. 10s. per fm. The 20, west from Thomas's shaft, by four men, started the month, at 5s. 10s. per fm. All tramming from the 40 and 20 by three men, at 9s. 10s. per month. Filling and landing at Thomas's shaft and the engine-shaft by six men, and to attend to crushing the ore when required, at 20s. per month. We have about 6 fms. more to drive before we cut the lode in the 52 cross-cut, the men to work from Monday morning early until 8 o'clock Saturday night; ground favourable for driving. The ground is still good by the side of the lode at Thomas's shaft, and will be sunk to the 40 ground more than 100 ft. below the 30, and I have every confidence of its doing so until it reaches the cross-course seen in the 10 above, having about 12 fathoms more to drive. The tribute pitches are yielding about the same as for these few weeks past, but not so largely as on previous occasions. We sample to-day 100 tons of copper muddle (computed), for sale on Dec. 18, by tender. We are crushing and preparing for the next sampling as fast as possible.

GREAT WHEEL VOR UNITED.—T. Gill, F. Francis, S. Harris, Dec. 10: Metal shaftmen are engaged in sinking the shaft below the 162, and cutting a drop-plat at that level. In the 162, driving east, the lode has divided, and we have not taken down the north part, therefore we cannot give the value of the lode. In the 162, driving west of Metal shaft, the lode is 2 ft. wide, worth 70s. per fm. In the 142, driving east of Metal shaft, the lode is about 5 ft. wide, worth about 40s. per fm. In the 142, driving west of Metal shaft, we have been driving by the side of the lode; it being very hard and wet, we could not make much progress in driving on it; the end is yielding good stones of tin. In the winze sinking below the 142, east of Metal shaft, the lode is about 3 ft. wide, worth 120s. per fm. In a winze sinking below the 132, east of Metal shaft, the lode is 3 ft. wide, yielding good stones of tin ore, and look promising. In the 132, driving west of Metal shaft, the lode is about 1½ ft. wide, but poor. Our stopes in back and bottom of the 132, are looking very well. All our machinery throughout the mine is working very well, and we are making good progress in fixing pitwork at Ivy's shaft.

GURLYN.—J. Curtis, W. W. Martin, J. Rose, Dec. 11: The engine-shaft is sinking below the 60 by eight men, at 18s. per fm.; lode 2 ft. wide, with good stones of tin in it. The 60, west of ditto, driving by four men, at 3s. per fm.; lode 2 ft. wide, worth 5s. per fm. The 60 cross-cut, driving south of the engine-shaft, by four men, at 4s. per fathom. The 50, east of engine-shaft, driving by two men, at 2s. per fm. The 40, driving east of the engine-shaft, by two men, at 3s. per fm.—opening tribute ground. The 30, east of ditto, driving by two men, at 6s. per fm.; lode 1½ ft. wide, worth 8s. per fm. The flat-rods to Wheel Fox are working, and have drained the water 3 fms. below the 10

The 10 is cleared east and west 20 fms. of shaft, and have set two pitches in back of this level at 12s. in 11. We purpose dropping our lift to the 20 in the present week. We have 34 men on tutwork and 50 men on tributes. We sold on the 5th inst. 5 tons 2 cwt. 3 qrs. 15 lbs. of black tin; price, 69s. 6s. per ton. Our prospects throughout the mine are much the same as for some time past.

HAWKMOOR.—J. Richards, J. T. Phillips, Dec. 10: The lode in the stopes in the back of the 23, east of Rowe's rise, is worth 1½ ton of copper ore per fathom. We shall commence preparations for driving the 30 west and the other drives, as instructed by you. At West Hawkmoor we have placed two men in the adit level, driving west on No. 2 lode, until Friday week next, the regular setting-day, when the number you instructed shall be placed on.

KELLY BRAY.—S. James, Dec. 7: The lode in the 75 east is 4 feet wide, yielding 3½ tons of ore per fathom, worth 5s. 10s. per ton. The stopes in the back of the same level will yield about the same quantity—3½ tons per fathom. We have broken in the past month from the above-named end and back about 20 tons of fair quality ore, worth about 8s. 10s. per fathom. The 45 east, being the farthest east, must be resumed as soon as we can clear the tribute work and the stuff, which, in order to prove whether the ore in the 75 holds up or not, as the ground is whole to the surface, and for a considerable length. The lode in the 55 east is 1 ft. wide, producing stones of ore—opening tribute ground. We have 11 pitches working by 31 men, and they are all working in good spirits and earning fair wages in their respective tributes.—Eastern Mine: The lode in the 70 east is about 2½ feet wide, composed of capel, quartz, muddle, and spots of copper ore, and the ground is strongly mineralised with muddle and spots of copper ore, mixed with patches of elvans. The lode in the 60 east is 1 ft. wide, poor at present, but the indications are more encouraging than they hitherto have been. We have discovered a branch in the above end, underlying north towards the lode, composed of quartz, muddle, and spots of rich ore, and we are of opinion when it falls in with the lode that an improvement will take place.

LADY BERTHA.—J. Metherell, Dec. 12: In the 53 east the lode is much more kindly, and the ground is easier for driving; in the same level west I think we are through the lode, which is about 3 feet wide, producing good stones of ore. We have nothing new to report in the 41 east. In the 30 east the lode is a little improved; it is about 4 feet wide, and worth 12s. per fm. The sinking of the winze in the bottom of the 30 east is progressing satisfactorily; this winze is about 5 fms. east of the 41. There has been no lode taken down in the 10 east. All the pitches throughout the mine are looking well. Although the weather is very much against our dressing, still we are progressing favourably for our next sampling.

MERLILYN.—W. Sandoe, Dec. 11: In the bottom end, going east from new shaft, on the new lode, the end was quite dry until Friday last, when we cut a stream of water, which from that time has continued to increase, and has now completely flooded us out, and the water rose to the adit level, although we have had the horses continually drawing water and doing our very best since Sunday evening at six o'clock; the lode in this level has for several fathoms been very flat, almost as flat as the level; but in the fore-breach, where we cut the water, it took a sudden throw down, similar to what it underlayed when we first cut it in the adit level. A great change has evidently taken place in the lode, and I have no doubt but that we shall soon see a great improvement also, but the means to keep the water out, but nothing short of engine-power, in my opinion, will be found adequate. In the 20, going east towards the north and south lode, a great change has taken place since I was underground yesterday; the forebreast of the level is now full of spar, clay, &c., and is sounding quite "drummy" from the top to the bottom; in fact, there is every appearance of our just coming into the lode, and, if I am not much mistaken, I shall be able to give some information respecting it in the course of two or three days; under present circumstances, I would advise to put the eight men now out from the bottom level to sink a shaft from surface on the course of the north and south lode, to come down on the 20 end, by which we should be proving the lode as we go down, and, undoubtedly, lay open some very valuable ore ground. Seeing that this lode, which we have for 200 or 300 fathoms in length, is so rich, which can be worked dry to the adit level, which is 20 fathoms, makes our chances of success, in my opinion, extremely good.

MICHELL.—W. Sandoe, Dec. 11: The No. 4 trial shaft, near the junction, is down 10 fms. 3 ft. below surface, sunk on an east and west lode, underlying south, carrying a good footwall, and producing occasionally stones of lead ore, iron, &c.; at this depth we started to drive south in order to find the hanging or south wall, as we had not seen it in sinking. We have driven near 4 fathoms through rather unsettled ground, but highly mineralised, producing large lumps of iron, and here and there stones of lead ore, but as yet we have no solid side; I propose, therefore, to sink this level the 10 to drive west on the north part of the lode, by six men, and to draw their stuff to adit, at 5s. 10s. per fm. The pitch between this level and the adit is set to four men, at 5s. per ton. The pitch in back of adit, east of No. 3 rise, is set to four men, at 6s. per ton. The pitch in back of the middle level, west of No. 2 rise, is set to four men, at 5s. 10s. per ton. The pitch in back of Rowe's level, west of No. 1 rise, is set to four men, at 6s. per ton. The pitch in back of ditto, east of No. 2 rise, is set to four men, at 6s. per ton. Six men will also be employed in this part of the mine in clearing old places, cross-cutting the lode, &c., in places where it is thought most advisable.—Fenrih: The pitch in back of the 36 is set to four men, at 6s. per ton. The pitch in back of the 26 is set to two men, at 6s. per ton. The men in the pitch in bottom of the 16 will work for two months as before.—Bwlchgwyn: The 30 east is let to six men, at 6s. per fm. The lode is still subject to sudden changes, but making good bunches of ore occasionally, opening ground that will be worked at a high tribute. The pitch in back of this level, 10 fms. behind the forebreast, is set to four men, at 6s. per ton. The pitch in back of this level, west of engine-shaft, is set to two men, at 6s. per ton. We have found the back of the north lode in different places bearing gossan and spots of lead ore in it; as soon as we can get at the true bearing of it, we will send you a diagram of the dialling, which we hope to do in the course of a few days.

MOLLAND.—T. Bennett: The lode in the engine-shaft sinking below the 52 has not been taken down since last reported, though letting out a good deal of water; should there be any improvement when next taken down I will advise you of it. The ground in the cross-cut south, at the 42 east, is a little stiffer than last week, and although we have passed through some very small branches, yet we have met with nothing like a lode thus far. The lode in the 32 east is 1½ ft. wide, of a closer nature than last week, producing stones of ore occasionally. The stopes in the back of this level are producing 1½ ton of ore per fm. The ground by the side of the lode is getting stiff.

SANCTUS AND PENRHIN.—W. H. Bandy, W. Paul, Dec. 10: The following are the bargains and pitches set on Saturday last:—Kytum: The 10 to drive west on the north part of the lode, by

large amount of tin ground for stamping, and of better quality than the stones over the levels above. The 140, west of the winze, is worth over 200 per fm., and we have much pleasure in stating that our sales of tin will be on the increase.

NORTH MINER.—W. T. Harris: The engine-shaft is down nearly 5 fms. below the 35; the ground is good for progress, consisting of quartz and chert mixed, and the water very easy, which, should it continue another two months, will see us deep enough to commence driving our level east and west; the joint is still across the shaft, and of a very promising character. The eastern shaft is down nearly 15 fms. from surface; the level, which is nearly 2 feet wide, is of a most promising character, and produces excellent stones of lead ore; I anticipate a great improvement here daily. At Wilson's shaft, in the north level, the lead holds good, with every prospect of a continuance, producing 2 tons of lead ore per fm.; the south end produces a little lead, but the ground is very bad for progress. The 40 yard level, east of Charles's shaft, is with-out much alteration, producing from 3 to 4 tons of lead per fathom. The level on the eastern side in the 35 yard level is producing from 3 to 4 tons of lead per fm. The flat throughout is producing on an average from 1½ ton to 2 tons of lead per cubic fathom, with every prospect of a continuance. No other alteration in the mine since last report. Our dressing is being pushed on as fast as circumstances will permit; and we have this day weighed off 20 tons of lead ore, and shall get another parcel for sale as fast as possible.

NORTH WHEEL ROBERT.—W. Godden, Dec. 12: The level in the 42 fm. level, east of Crowie's winze, is improved, and is now looking very promising. There is no material alteration in any other part of the mine.

NORTH WHEEL TRELAUNY.—H. Hodge, H. Harvey, Dec. 12: The cross-cut at the 76 is extended west of Mager's shaft 5½ fms. towards the level. We have intersected a level in the 45 cross-cut west, and have cut into it 2½ ft. It is composed principally of horn-spar, quartz, prisms, mounds, and lead, but not enough of the latter to value; from its kindly appearance, we hope it will improve as we get out of the influence of the cross-course.

NORTH WREY.—T. Kemp, Dec. 12: On Monday last Mr. Jonathan Davey re-dialed the cross-cut, and found we had 6 feet further to drive to reach the eastern side of the shaft; this we have since driven, and we shall commence to rise up to meet the downward course of the shaft to-morrow.

OLD TOLUS UNITED.—W. Gilbert, Oct. 11: The 32 west, on the south side, is 2 ft. wide, and will produce 2½ tons of blende per fm., with a branch of copper ore 4 inches wide in the bottom of the level. The 42, on same level, is split into parts, one part worth for black tin ¼ cwt. per ton of stuff, and each part containing mineral and some stones of copper ore. The 52 west is 1½ ft. wide, producing stones of good copper ore and blende; we look forward for a change in this end, as there are strings of mineral in the ground as we cut through it inclining towards the level. The 52 west, on the new south side, is at present small. We are now dressing blende, in order to get a parcel ready for the market. All the machinery is in good order, and working well.

PEDON-ANDREA UNITED.—W. Tregay, T. Delbridge, J. Thomas, Oct. 7: The level in the 110 east is worth 200 per fm. The level in the winze is worth 400 per fm. In the 100 east the level has not been taken down, but when last taken down was good for tin. The 100 west is worth 90 per fm. The 90 west, on Skimmer's, is worth 80 per fm. In the 80 west we have a very valuable improvement; the level is worth 500 per fm. Street and Bragg's: The 47 east is poor. The 40 east produces good quality tinstuff.

PROSPER UNITED.—W. Martin, W. Millett, Dec. 12: We beg to inform you Louisiana's engine-shaft is set to sink below the 40 fm. level, by twelve men, at 140 per fm. Hooking's engine-shaft is also to clear of stuff and cut down full size to the 40 fm. level, by twelve men, at 60 per fm. The level in the 46, east of Louisiana's shaft, is 2½ ft. wide, worth 200 per fm. for tin. Ladder-road shaft is sunk 6 fms. below the 30, the level in which is 3½ ft. wide, producing stamping work for tin. The level in the 30, east of the above shaft, is 2 ft. wide, composed of quartz, black ore, mounds, and looking more promising. In the 30, west of ladder-road shaft, the level is 3½ ft. wide, and will yield 6 tons of copper ore per fm. We have commenced a rise in the back of the 30 fm. level, the level in which is 4 ft. wide, containing gossan, black copper ore, mounds, and tin, worth 300 per fm. The level in the 20, west of ladder-road shaft, is 4 ft. wide, consisting of gossan, mounds, and copper ore, looking more kindly than last report. The level in the 60, west of Henry's shaft, is 2 ft. wide, yielding tolerably good quality of stamping work for tin. There is no particular change at any other point of operation.

PENGANA.—Dec. 5: At the south part of the mine we have opened some more pits, to ascertain if there is any other level besides the one that we have found, but I cannot find any more pits in hand, so I have to leave it to the men to find out. I have made the level good, and there are a lot of shoddy stones in every pit. If there were a great level near. We are still driving a cross-cut to intersect the level, and I hope the ground will remain good, so that we may drive the cross-cut steadily. The elvan is all most gone out of the cross-cut, and I expect in 6 fms. more we shall have killed all over the end; we have a great deal of water here. At the add end we are driving on the course of the level; the level is stiff, with branches of prisms and iron, with spots of lead and copper, making home against the level, which are good indications; we have not taken down any level as yet, but I intend to have a hole or two cut into the level before my next report to ascertain its component parts. There is a great deal of water coming out of the level; the level is very strong. I have let to the men for the month out 60 lbs. per fm.

PENHALLS.—R. Pryor, sen., John Gribble, Dec. 7: Engine-shaft: The level in this shaft, sinking below the 30, is 3 feet wide, producing good stones of tin; about 2 feet above the present we met with a branch about 6 in. wide to the north of the level, which is dipping towards it, and is producing rich stones of tin. We think this branch will form a junction with the level in about 8 or 9 feet further sinking. In the 30 east the level is 1 ft. wide, and worth 60 per fathom. The 30 west is holed to the old workings from the west shaft, and the men are now engaged in stopping a piece of ground standing between this and the old men's level, which is about 3 fathoms long and 2 fathoms high. No time shall be lost in driving through the old workings, as we make a direct level through the western shaft. In the 20 east we have this day cut the south part of the level, which is letting out a large quantity of water, and as far as yet seen is producing good stones of tin; its size and value we cannot yet give, as it is not yet cut through. In the 10 east we are daily expecting to cut the level, which has been heaved by the side. The level in the winze sinking below this level is 15 in. wide, and worth 70 per fathom. In the 20 west, south level, the level is 2 ft. wide, composed principally of mounds and peach, with a little tin, but not to value. There is no change worthy of notice in any other part of the mine. We are getting on very well with the erection of the axle and other parts of the stamps work.

PENTRE LGAN.—Everything is progressing favourably towards opening up the mine.

POLBRENN.—Dec. 6: We have at length met with some tin in the 52 fathom level west. There has been 7 or 8 kibbles of the level broken of very good work; it is about 1 ft. wide, and worth 150 per fm., with plenty of water; this shows that there is a loose or open level before us. There will be nothing more of it seen for some time, as the men are put to drive on in the kilas by the side of it, as it being rich work there would be plenty of tin lost in taking it down. The next taking down of the level will yield a fine pile of tin. We have cut the level in the 42, west of the cross-course. The branch that I said in my last was cut, but a little water was not the level; it is still, with little tin, and with the level through the old workings, as we make a direct level through the western shaft. In the 20 east we have this day cut the south part of the level, which is letting out a large quantity of water, and as far as yet seen is producing good stones of tin; its size and value we cannot yet give, as it is not yet cut through. In the 10 east we are daily expecting to cut the level, which has been heaved by the side. The level in the winze sinking below this level is 15 in. wide, and worth 70 per fathom. In the 20 west, south level, the level is 2 ft. wide, composed principally of mounds and peach, with a little tin, but not to value. There is no change worthy of notice in any other part of the mine. We are getting on very well with the erection of the axle and other parts of the stamps work.

REDMOOR.—T. Taylor, Dec. 10: We have taken down the level in the 80 west; it is about 2 ft. wide, and worth 90 per fm. The endmen are now rising on Pomeroy's cross-course. The ground in the 70 fm. level rise is a little harder. No alteration in the 40 fm. level winze, on Pascoe's cross-course. No change in the tribute ground.

RHOSWYDOL AND BACHEIDDON.—Dec. 10: The improved aspect of the 65 east continues both in stamping and driving. The 70 this month is not being driven, as I let to the men to rise in the back. I expect to find as good a level here as in the 65. In fact, it is already opening up, and contains more than in the driving, the latter only taking a part of the level. No other part of the mine calls for notice to-day. We are getting out some better stuff from the 65 than we have had for some time. The weather is also a little better.

RIBDEN.—R. Niness, Dec. 12: The level in the 70 west is very much improved, and is yielding some good copper and lead. The level in the 70 east is also yielding occasional stones of ore, and presents a very promising appearance.

ROSEWALL HILL AND RANSOM UNITED.—E. Thomas, Dec. 11: The level in the 80 east, engine-shaft, below the 15, is 6 ft. wide, worth 120 per fm.; the level in the east end of shaft is worth 50 per fm.; the level in the east end of shaft at this level on the Carbona course, is much the same in value as when last reported on, 400, to 450 per fm. We have commenced driving a cross-cut north, in the level above, and calculate to intersect the north level, which is on the Carbona course, in about 3 fms. driving. The level in the 80 east is worth 150 per fm. The level in the 80 west, east and west of Glenville's winze, are worth, on an average, 150 per fm.; the level in the winze below this level is worth 200 per fm.; the level in the winze below the 70 is worth 100, to 120 per fm.; the winze below the 60 is worth 100 per fm. No other change to notice.

ROSEWALL UNITED.—H. Woolcock, Dec. 12: In the 90, west of footway-shaft the level is 2 ft. wide, and is driving. In the 80, east of Jennings's, the level is 2½ ft. wide, opening tribute ground. In the 80, west of footway, the level is 3 feet wide, opening tribute ground. In the 80, east of Jennings's, the level is 20 in. wide, opening tribute ground. In the 80, west of Jennings's, the level is 3 feet wide, producing good stones of ore. In the 46, east of Lane's, the level is 20 in. wide, producing good stones of ore. In the 34, west of Bush shaft, the level is 12 in. wide, with a very promising appearance, and producing a little ore. In the 34, east of Lane's shaft, the level is large, producing stones of copper ore and tin. We have cut a branch in the cross-cut driving north at Wellington shaft, in the 34, but have not seen sufficient as yet to say anything about its value.

SOUTH BULLER AND WEST PENSTRUTHAL.—S. Bice, Dec. 11: We have a little improvement in the nature of the ground in the add cross-cut, and judging from the bearing and underlie of the level as seen near the surface, we calculate the cross-cut to be getting close to the intersection.

SOUTH CARADON WHEEL HOOPER.—W. C. Cook, Dec. 7: The different points of operation are without any change to speak of since last report.

SOUTH CONDURROW.—W. Richards, Dec. 7: The engine-shaft is now down 5 fms. below the 40; level 4 ft. wide, composed of spar, mounds, with a little grey and yellow copper ore. The 41, driving east, is 5 ft. wide, just of the same composition as in the shaft in the same level west; the 3 ft. wide, composed of spar, mounds, and impregnated with copper ore, but not sufficient to value. In the add driving east from cross-cut the level is 6 ft. wide, composed of peach, spar, with good stones of tin.

SOUTH CRENVER.—E. Chegwin, Dec. 10: The level in the flat-road shaft, sinking below the 105, produces good stones of copper ore. The 105 east produces 1 ton of good copper ore per fm.; in this end we shortly expect a good bunch of copper ore.—South Mine: In the 51, east of cross-cut, the level produces good stones of tin and copper ore. In the 51 west the level is very kindly, 3 feet wide, and turns out good tinstuff. The winze sinking in bottom of the 32 is 2 feet wide, worth fully 100 per fm.; when this is communicated we shall have a valuable piece of tin ground.

SOUTH DOLCOATH AND CARNARTHEN CONSOLS.—W. Roberts, Dec. 10: In the 80, driving east on the caunter, the level is 2 ft. wide, producing good ore, about sufficient to pay for driving, by six men, at 90 per fm. In the add east, on ditto, the level is at present small and unproductive—driving by four men, at 90 per fm. Two men are employed to secure the add level on the engine lode.

SOUTH LADY BERTHA.—R. Unsworth, Dec. 11: In the 40 east end no level has been taken down this week. The slopes east of Leaman's rise are yielding 2 tons of copper ore per fm. In the slopes west of Leaman's rise the level is 3½ ft. wide, worth from 1½ to 2 tons per fm. We are pushing on the rise as fast as possible, so as to enable us to sink on the course of the lode to the 52, which will at once open a good mine. The machinery is in good working order, and everything progressing very satisfactorily. We sampled on Monday last 32 tons of copper ore, and are daily adding to our stock towards another sale.

SOUTH WHEEL MARGARET.—W. Richards, Dec. 7: Since the last report we have costened on the great south lode for upwards of 400 fathoms, and succeeded in laying it open to the western boundary, and have at this point commenced driving an add on its course from a deep valley; and in connection with the general characteristics of the lode, which is of a most congenial nature for the production of mineral, and that beautiful, well-defined nature in which the lode is surrounded, there are great and important features to be considered; that is, in driving the add about 50 to 60 fms., we shall intersect the great cross-course, and to the east of this point we have the junction of granite and kilas. Taking into consideration that we shall have at this point full 45 fms. of

backs, we may reasonably expect good results to be met with. The lode in the end is about 2 feet 6 in. wide, with a good underlie, regular and well defined, intermixed with a beautiful peach and prisms, together with spar of the most congenial nature, such as in my opinion cannot fail to produce large deposits of mineral. We shall continue to push on this point with all possible dispatch. This lode crosses about the centre of the sett, which gives full a mile on its course, and has been very productive to the east in the kilas. The lode at the present point of operation is producing a little tin, but not yet sufficient to value, having just commenced the driving. We cannot sink any more on the north lode before we erect proper machinery to drain the water. We have sunk on No. 4 lode 5 fms.; on No. 3, or gossan lode, 9 fms. 2 feet; on No. 6, level 7 fms. 2 feet, and cleared an add on the south lode 25 fms.; cleared the add 60 fms. on No. 3 lode, and have done a large amount of costening, erected whim, smith's shop, small office, &c.

ST. DAY UNITED.—E. Ralph, Dec. 7: The operations in this mine are much the same as when last reported, except the 164 end, west of Billings's, which is looking better; we have cut a vugh in this end, which has improved the lode, and the new works are progressing satisfactorily.

ST. IVES WHEEL ALLEN.—H. Taylor, Dec. 12: At Giesler's engine-shaft, sinking below the 50, the level is 12 in. wide, poor at present. In the 50, east of Giesler's, on the carbona, the level west of sump-winze is 4 ft. wide, worth from 120, to 140 per fm.; this lode has a very promising appearance to make large deposits of tin at a greater depth. The carbona lode south is 18 in. wide; we cannot work this until we open more ground on the western carbona. The carbona lode, 11 fms. west of the above, is 12 in. wide; we have not opened enough of this to ascertain its value. In the 30 fm. level, east of Giesler's, the level is 20 in. wide, worth from 200, to 250 per fm. At Richards's shaft, on the deep add, the level is 2 ft. wide, worth 30 per fm.; here we have not made much progress, owing to so much attie to clear. We are getting on with the stamping of the instant and the burning-house as fast as possible. The mine never looked better since we have been working it than at present. We have unbottomed the former workings.

TEES SIDE.—R. Bray, Dec. 12: In driving east on Harshins' lode the level and ground is improving; yesterday, the men making a new cut in, discovered another strong string of ore coming in from the north part. This is the most promising vein since we cut through the junction of the two lodes. There is every appearance that we shall see a change here soon by these strings, or feeders, dropping into the lode so quick, and the Tyne Bottom limestone will be coming in thicker than even now, and lode will be in more strength.

TOLCARNE.—Dec. 11: Field's Lode: At Field's shaft, sinking below the 20, the level is 2½ ft. wide, composed of spar and gossan, and spots of ore. The level in the 30 east is 18 in. wide, unproductive. In the 30 west, the level is 18 in. wide, composed of spar, gossan, and prisms, with spots of ore. The level in the 30 west is 15 in. wide, unproductive. In the 20 east the level is 20 in. wide, worth 1 ton of ore per fm. The level in the 10 east is 1 foot wide, composed of gossan and prisms, with spots of black ore. The level in the winze sinking in the bottom of the 19 east is 1 ft. wide, composed of gossan and spar. The level in the add east is small and unproductive.—Enthoven's Lode: In the top in bottom of the add level the level is worth for tin 250 per fm.

TREFFRY CONSOLS.—J. Phillips, Dec. 12: Our cross-cut is driven 7 fms., and cut the lode; it is 20 in. wide, composed of barytes, mounds, and lead, worth for the latter full 3 cwt. of lead to the fathom; a more promising level cannot be seen; it is only now seen in the cross-cut, and ways on its course to ascertain its real value.

TREHILL.—H. Rickard, Dec. 9: On Saturday last I set the 50 to drive west, by six men, at 30 per fm.; the ground being very easy for driving, I believe we are on the eve of cutting the cross-course, as the ground seems to be much broken up, and more water coming from the end. This cross-course has taken more perpendicular dip below the 40, otherwise we should have reached it before. We have about 2 fms. 3 ft. more to sink Rapson's winze before communicating with the 40 cross-cut; after a communication is made we shall have a good quantity of fair quality copper ore. All the machinery is working very well.

TRELOWETH.—T. Richards, Dec. 12: We have driven the 144 and east of Cole's engine-shaft 4½ fms. and find the ground easier, but we have not taken down any lode. The 144 east is driving on the north side of the level, which contains a little copper ore. In the 134 east the level is hard and poor. In the 134 end, east of Cole's, the level is 13 ft. wide, worth 180 per fm. The sump-winze sinking below the 124 is worth 150 per fm. The first stop, east of sump-winze, is worth 200 per fm.; the second stop, east of sump-winze, is worth 200 per fm.; the stop west of sump-winze is worth 120 per fm.

TRUMPET UNITED.—G. R. Odgers, Dec. 7: The engine-shaft to sink below the 25, by six men, at 160 per fm.; level 8 ft. wide, and yielding a little tin, with stones of wulfenite. The 25 west, to six men, at 80 per fm.; level 9 in. wide, and looking more kindly than for some time past; this is about 12 fms. behind the tin discovered in the level above, and which we are hurrying on as fast as possible. The 15 west, to four men, at 40 per fm.; level 10 in. to 2 ft. wide; to-day we sampled the produce of the last 2 feet driving, and it yielded 9 cwt. 1 qr. of black tin per 100 sacks, or, in other words, full 150 per fm., and showing every indication of continuing; this is a kindly lode. The eastern flat-road shaft, on the middle lode, to four men, at 160 per fathom—lode small. The cross-cut south of the flat-road lode at the 20, to two men, at 20 per fm., the ground being easy, with branches of spar dipping towards the lode, and is without ore to value. The 20 west, to six men, at 20 per fm.; level 1 ft. to 18 in. wide, alive for tin. To carry out the above operations we have been obliged to take on four extra men, and our principal object is to get back under the tin lately discovered.

UNITED MINES (TAVISTOCK).—J. Tucker, Dec. 11: The ground in the 72 east is now very easy for progress. The level in the 60 east has somewhat improved. There is no other change to notice in the mine.

VALE OF TOWY.—A. Waters, T. Harvey, Dec. 10: Clay's engine-shaft is down 11 fms. below the 100, and the men are squaring the ground preparatory to casing and dividing the shaft to the bottom. It will take another fortnight to get forth out of the line set for the shaft, and to admit of our opening a section of the great lode at this point. You may rest assured that everything towards the accomplishment of this object is being pushed on with vigour. In the 100, driving north of shaft cross-cut, the level is 15 in. wide, in which the blende is being replaced with lead ore. This is to be seen more particularly in the bottom of the level, which looks well for the next level. The 100 fm. level, south of great cross-course, is hard and unproductive. In the 90, south of Field shaft, the level is from 4 to 5 ft. wide, composed of sulphate of barytes, 2 tons of blende per fm., with good stones of lead ore intermixed; this is a very fine looking lode, and we shall be very much surprised if we do not find considerable bodies of lead below the present point. In the 80, north of Clay's, the level is 10 in. wide, composed of the cross-course, and is without ore to value. The level in the new add, south of Nante, is 15 ft. wide, with flashes of lead ore throughout the barytes. The country rock is very favourable for the production of lead ore. All our engines and pitwork are in first-rate condition.

WEST BASSET.—W. Roberts, Dec. 11: In Grenville's engine-shaft, sinking under the 94, the level is 5 ft. wide, very good in each end, but in the middle part it is not producing so much ore as it did the latter part of last week, now (say) 5 tons, or for the length of shaft (12 ft.) 10 tons of ore per fathom. The 114, driving west from Percy's, is looking promising, and producing stones of good ore.—P.S. I should have said from Grenville's shaft 50 tons of ore are at surface.

WEST ARADON.—R. Pryor, W. John, R. Trahen, J. Williams, Dec. 6: We have to-day set our main line of tubwork bargains and tribute pitches. There is nothing particularly new since the report for the meeting, with the exception that the level in the 80, on Menadue, has a little fallen off, and also the 80 west, on the new lode, but we are glad to say that the lodes in the 116 and in the 155 are still looking well. We are getting on very well with our sampling, and hope to sample at the usual time about 500 tons of copper ore. Although the 38, on Menadue, and the 80, on the new lode, have fallen off, yet we are of opinion they will soon be of their former value.

WEST DEVON CONSOLS.—Geo. Rowe, Dec. 12: Our prospects in opening on the south lode were never so cheering as at present. The level in the 40 east is still improving, very much, and to admit of our driving a level of 2 feet wide, composed of every characteristic to constitute a pretty lode; in fact, the beautiful quartz, prisms, and arsenical mound, with good quality yellow copper ore dispersed throughout, show every indication of considerable improvement. We have also a most favourable symptom in the constant influx of water, which is so great that the engine has to be increased in speed to keep the levels properly drained.

WEST FOWEY CONSOLS.—F. Puckey, E. Dunstan, Dec. 9: Western, or Tin Part: In the 100 east level still poor; in the 110 fm. level east, lode still disordered by the intersection of a large copper lode; in the rise in the back of the level the level is 2 ft. wide, worth 100 per fm.; in the 120 fm. level east, the level is 2 ft. wide, worth 100 per fm.; in the 130 fm. level east, the level is 6 ft. wide, worth 200 per fm.; in the same level west the level is 6 ft. wide, worth 200 per fm. Our slopes and pitches in this part of the mine still continue to look well.—Eastern, or Copper Part: There are no alterations in this part of the mine to notice since our last report.

WEST PAR CONSOLS.—H. G. Webb, Dec. 12: The level in the 65 at present is divided by a horse of kilas; both parts are 4 feet wide, all stamps work. The level in the slopes in the bottom of the 55 is 4½ ft. wide, worth 3 cwt. tin per 100 sacks. The 55 fm. level endmen are stopping in the back of that level, a few fathoms behind the end, where we have good work for tin. The winding is going on well, getting up a deal of tinstuff.

WEST HARG TOL.—W. Richards, Dec. 10: The part of the lode carried in the 150 west is equal to promising, as when reported on for the general meeting, containing rich gossan, charged with red oxide, crystallised and native copper. We have not yet cut through the capel in the bottom of the end in the 162; the soft, or heading part, so far as proved, is 21 in. wide in the western side of the cross-cut, and water issues very strongly from it. There is no alteration in the other points since the meeting.

WEST SILVER BANK.—A. Francis, Dec. 10: We now have some splendid ore in sinking Cotterell's engine-shaft, to which we are devoting all our energy, but I am persuaded, from what I have seen, that we shall soon meet with a rich bunch of ore in Cockerill's shaft.

WEST SAILBEACH.—J. Richards, Dec. 12: We have cut the north wall of the lode in the 76, and have let down all the water from above. I broke out of the lode this morning some very congenial spar, blende, and some spots of lead ore. I shall be able to report more fully on this in a few days.

WEST WENDRON CONSOLS.—R. Kendall, W. Hosking, Dec. 7: At the engine-shaft we have cut the plat and commenced sinking under the 10; lode small, no tin to value; we have some north branches coming into the lode, which we expect will improve it. The flat-road shaft is sunk 22 fms. from surface; level 3½ ft. wide, yielding saving work; at this point we must fix a 12-in. lift, and cut a pit, which we intend to do this month, and sink the shaft with all speed, as the lode is looking very kindly to me a very productive one as we sink.

WEST WINDSOR.—J. ANNE, J. Tonkin, J. Smith, Dec. 6: We have discovered a good tin lode in the 10, west of Palmer's shaft (since our last report); the lode is 4 ft. wide, and worth for tin about 400 per fm., and 50 per fm. for mounds; we have put nine men to work on the lode to open the end as fast as possible. The other parts of the mine have not changed since our last. On Dec. 5 we sampled 5000 sacks of tinstuff, worth about 4000, which we shall sell on Monday next.

WEST WHEEL MARGARET.—Wm. White, Dec. 10: The level in Essex's shaft is about 20 in. wide; it has improved a little during the past week, and still has a very promising appearance to produce saving work for the stamps in a very little time.

WEST WHEEL TREVELAN.—J. D. Osborn, Dec. 7: Cater's engine-shaftmen are now engaged preparing to sink below the 28 for Charles's shaft, and next week we intend to rise against it from the 38. In the 58, driving west, there has been no lode taken down this week. In the 48 west we have not as yet found the lode. The slopes in back of said level are worth for ore 60 per fm. The winze sinking below the 48 is worth for ore 100 per fm. We have driven this week on the branch discovered in the north cross-cut about 6 ft. west, where we have some good stones of yellow ore, but not to value. The rise in back of the 28, against Charles's shaft, is 6½ fms.; ground favourable for rising. Charles's shaft is for the present suspended in consequence of water, and the men are now engaged driving cross-cut at the add level, preparatory to rising against it. There is no alteration in the south cross-cut at Park shaft.

WHEEL AGAR.—Wm. Robert, Dec. 10: The sinking of Windstow engine-shaft under the 90 is progressing favourably. In the 90 east the level is 1½ ft. wide, producing stones of good ore; in the same level, driving west, the level is 2 ft. wide, producing 1 ton of ore per fm. In the 80 west the level is 3½ ft. wide, turning out 2 tons of ore per fm. The 80 east produces stones of ore; the level is 1 foot wide. The slopes continue to look well. In other parts no alteration to notice since last reported.

WHEEL ARTHUR.—Dec. 12: Edward Lode: The level in the 50 fm. level east is 3 ft. wide, yielding stones of copper ore, and looking more kindly than it did for some fathoms past. Frou's rise, in back of 50 east, is up 7½ fms., where the lode is 2½ ft.

wide, worth 60 per fm.—Middle Lode: The level in the 50 fm. level west is 2 ft. wide, about 120 per fm. The level in Barley's rise and slope, in back of 50 west, is worth 100 per fm. The level in the 50 fm. level east is worth 120 per fm. The level in Rock's rise and slope, in back of 50 east, is worth 80 per fm.—Old Lode: The level in the 50 fm. level west is 3 ft. wide, yielding 3 tons of ore per fm., or worth 100 per fm. The level in Jobe's rise and slope, in back of 50 west, is worth full 100 per fm., a very promising lode for yielding large quantity of ore. The level in Palmer's slope, in back of add east, is worth 40 per fm. We are pushing on with driving the deep add cross-cut north, in order to cut the middle lode as soon as possible.

WHEEL CONCORD.—The agent reports: On examining Wheel Concord Mine, I find the cross-cut at the 38 fm. level is still in a hard capel, and from the appearance of which we might suppose it to be the north capel of the lode; if so, we should not anticipate much further to drive to intersect the south lode. The progress here is as fast as the nature of the ground will admit, and I have no doubt that a short time now will prove the important point; and, if it could prove a productive lode, for which I see no reason to doubt, your prospects and position here will be more than ordinary, having the upper levels within a short distance; and the shaft will intersect the same lode in a few fathoms more sinking, and consequently effect a great saving, not only of the money it would require to sink the shaft and open the levels, but the time in which this work is being done, which is a very important thing in mining. At the 10 fm. level, east of the eastern shaft, there have been a few fathoms of ground explored, which have yielded as much lead ore as could reasonably be anticipated at the shallow level—so much as to work the ground on tribute at 10s. in 11, and the men earning good wages, which verifies my previous report, that there was every reason to expect lead at the shallow levels, but that they are copper-bearing lodes in depth. I can only repeat that I consider this a good mining adventure, and if fairly prosecuted, I have no doubt that it will be attended with success.

WHEEL CREBOR.—J. Hitchins, J. Gifford, Dec. 10: The 60, now 30 fms. east of Cox's shaft, is poor, and the lode small; driving by four men, at 30 per fm. The 60 west is about 28 fms. home to the cross-course, which is letting out a good stream of water, gradually draining the old workings, and daily increasing as we proceed north on the cross-course towards the main lode; driving by six men, at 50 per fm. The 48 fathom level west is also home to the cross-course 34 fms., also letting out water, which is decreasing in proportion as it increases in the 60. We expect to drain the old mine in a little while. The slopes between this level and the 60 fathom level east are producing good ore to the extent of 2 tons per fm.; the level in places 5 ft. wide, driving by six men, at 30 per fm. We have also put four men to drive south in the 60 towards a branch, which we expect to find from what was seen in these slopes. At the next branching the ore will exceed the quantity computed; it will be at least 60 tons. The machinery altogether continues to work well in every respect, without let or hindrance.

WHEEL CUPID.—R. Pryor, Jan. 6: Setting Report: The 40, to drive east and west of cross-cut, on the south lode, by six men, at 70 per fathom; the level in the eastern end is 18 in. wide, composed of mounds, peach, and spar, with stones of yellow copper ore—a very promising lode. The level in the western end is small in character. The rise in the back of the 40, east of shaft, by four men, at 40 per fm., where the level is 2 feet wide, consisting of spar, gossan, and mounds, with stones of black and yellow ore—a good looking lode.

WHEEL EDWARD.—M. H. East, Dec. 7: South Lode: In the 92 fm. level west the lode continues large, and producing good stones of ore. In the 81 west we have cut the caunter, and a large stream of water is issuing from it; we think when it is cut through all the water will be cut down from the 71. In the 71 west level for the portion carried, which is about 4½ ft. wide, is rather coarse at present, worth about 80 per fm., but the end looks very promising to improve. In the 61 fathom level west we have taken down the oray part of the lode, which for the present is poor; the lode, however, is opening up much larger, and the appearances are very promising. In Peter's slope, below the 61 west, the level is worth 200 per fm., and the same will equally apply to small stops. In the 50 fm. level west the level is fluctuating to-day; it shows an improved appearance over the last 3 ft. driven, and is likely to considerably improve ere long. In Uren's rise, in back of the 50 west, the level in the western end of the same is worth 200 per fm. for 6 ft.; in the eastern end of the rise the caunter or cross-course has fallen in with the lode, which accounts for this part of the rise not being so valuable. In the 40 fathom level east we are driving by the side of the lode. The level in Richards's slope, below this level, continues to yield much the same as usual, worth from 2 to 3 tons of ore per fm. Bray's cross-cut south (50 east) is being pushed on with the most rapid dispatch; the ground is strongly mineralised.—Boundary Cross-cut North: In this cross-cut, about 50 fathoms north of the north level, we have cut a very fine looking lode, and consider we have reached the north wall of the same, which proves to be 8 ft. wide from wall to wall. The lode shows a very promising appearance, and after leaving the influence of the cross-course we hope to open up a good productive lode. We shall turn on to it on Monday, and hope in a short time to see our expectations realised; this is a great thing for our neighbour.—North Lode: In the 50 fathom level west we have cut the caunter cross-course seen in the western levels, on the south lode, but are not through it as yet. You will see by this report that we are up to several important points, and a little time will prove the result.

WHEEL GREENVILLE.—R. B. Odgers, W. Bennett, Dec. 7: The level in the 110 west is from 20 in. to 2 ft. wide, composed of quartz and iron, with stones of ore, and sprigged with malleable copper—a very regular lode. The level in the 100 west is from 18 to 20 in. wide, of black and grey ore, embedded in quartz, &c., opening good tribute ground, worth 80 per fm.; this is a kindly lode. The level in the 90 west is 10 in. wide, of mounds and peach, with black and grey ore, saving work, and a promising lode. The level in the 80 east is 18 in. wide, of gossan and quartz, with occasional stones of ore; this is also a promising lode. The level in the 80 west is 8 in. wide, of quartz and stones of ore, embedded in a very congenial granite. We see no alteration in the ground either in the 80 fm. level cross-cut north or at the flat-road shaft.

WHEEL GRAYL.—December 12: Fisher's Lode: The engine

Transactions in Mining Shares on the Stock Exchange have been rather

numerous during the week, and in most cases an advance has taken place. The following prices were officially recorded in British Mining Shares:—
Alfred Consols, 31½; Stray Park, 31½; Tincroft, 7½; West Basset, 14½; Wheel Mary Ann, 17½; South Caradon, 33½; Trelawny, 16½; Clifford, 32½; Basset, 57½; East Caradon, 28½; East Carn Brea, 9½; Great South Tolgus, 4½; South Frances, 9½; West Caradon, 50½; East Wheel Russell, 3½; 3½. In Colonial Mining Shares the prices were:—Bon Accord, 3½; Dun Mountain, 1½; Port Phillip, 1½; Scottish Australian, 1½; 1½; Worthing, 4½; Great Northern Copper of South Australia, 1½; North Rhine Copper of South Australia, 1½. In Foreign Mining Shares the prices were:—Fortuna, 2½; St. John del Rey, 47½, 48½, 49½, 48½; United Mexican, 8½, 7½, 7½; East del Rey, 1½.

The closing quotations for shares in new undertakings were:—East del Rey, 3½; Santa Barbara, par; Hindostan Copper, par; Cardiganshire Consols, 4½; Ocean Marine Insurance, 4½; Thames and Mersey Marine, 1½; Universal Marine Insurance, 1½; London and Provincial Marine, 1½; Mercantile Fire, 4½; Commercial Union Fire, 4½; National Marine Insurance, 4½; and Indian Carrying Company, par to 4½.

MINING EXCHANGE SHARE LIST.—The following is forwarded to us officially from the Mining Exchange as business done during the week:—
SATURDAY, Dec. 7.—East Caradon, 27½; Providence, 39½; 40; Wheel Seton, 127½; 128½; Wheel Edward, 8½; Wheel Basset, 58½; Hill and Ransom United, 3½; Stray Park, 31½; Alfred Consols, 14½; Wheel Grylls, 14½; 14½.
MONDAY.—East Caradon, 27½, 15-16ths, 28; East Carn Brea, 9½, 9-16ths, Long Rake, 13½; Stray Park, 31½, 31½; Wheel Seton, 126, 127½; Kingston Down, 3½; West Caradon, 50½; Wheel Grylls, 14½, 14½; Alfred Consols, 14½; Sorridge Consols, 12s 12d, 12s; Caradon Consols, 9½; North Roskear, 18, 17½; Wheel Arthur, 16½; Wheel Hearle, 17½; Wheel Ludcott, 2 5-16ths; North Basset, 3; Marke Valley, 10½; Wheel Edward, 8½; Bryn Gwlog, 26½, 27.
TUESDAY.—Bryn Gwlog, 28; North Basset, 3, 3½; Herodfoot, 38½, 39; Wheel Edward, 21 15-16ths; Wheel Mary Ann, 16½; East Carn Brea, 9½; Grambler, 19½; Wheel Grylls, 14½, 14½; Wheel Arthur, 15½; Wheel Seton, 126½, 126½ (ex div.).
WEDNESDAY.—Great South Tolgus, 4½; Wheel Basset, 58½; North Basset, 3½; Cook's Kitchen, 29; South Frances, 9½, 9½; Grambler, 19½; Wheel Seton, 128½, 128½; East Caradon, 27½; East Grenville, 1½; West Caradon, 50½, 50; Providence, 40; East Carn Brea, 9½, 9-16ths, 10½; New Wheel Seton, 40; Stray Park, 32; Wheel Grylls, 14½, 14½, 14½.
THURSDAY.—East Carn Brea, 9½, 13-16ths, 10½, 11-16ths; South Frances, 9½, 9½, 9½; Grambler, 19; Wheel Edward, 23½; North Basset, 3½; Wheel Harriet, 17½, 20s 6d, 21s; Stray Park, 32½; East Basset, 66½.
FRIDAY.—East Carn Brea, 9½; Wheel Seton, 129½; South Caradon, 33½; West Caradon, 50½; North Wheel Robert, 19½; East Caradon, 27½; East Grenville, 1½; Wheel Arthur, 14s 6d.

IRISH MINE SHARE MARKET.—Business in all securities continues dull, with a general tendency to further depression in consequence of the uncertainty what turn the Anglo-American question may take. It is more than probable that the first energetic hostile measure would create an increase of confidence in the money market over that which exists in the present uncertainty of what course our Government may take to vindicate the honour of the British flag, or rather with what firmness they are likely to follow up that which all loyalists delight in believing to be the course adopted by our Ministers. Mining shares, of course, participate in the general dullness, but little was done during the week. Wicklow Copper and Mining Company of Ireland shares were pretty steady, the former commanding 55½ per share—buyers, and the latter being strongly in request at 15½ 15s. General Mining Company for Ireland shares could be purchased at 5½ each, but few are in the market. Caryfort shares continue on sale without buyers. Connoree shares are in firm hands, and will, therefore, not come down to a price at which the more circumspect speculators would feel inclined to make purchases of any consequence. The prospectus of the Ashcroft (Anglesey) Copper Mining Company (limited), with a capital of 12,500£, in 1½ shares, has just appeared, with a very respectable list of directors, including the agent of the Hon. Mr. Stanley, M.P., the lessor of the mines. It is satisfactory to see such new blood infused into the old body of mining men in Dublin, whose ill-success, through mismanagement in some instances, begins to check their spirits; and it is to be wished that, as we believe, the new Anglesey Copper Mines will give satisfaction.

At Redruth Ticking, on Thursday, 3073 tons of ore were sold, realising 16,855£, 11s. 6d. The particulars of the sale were—Average standard, 132½; average produce, 6½; average price per ton, 57.9s. 6d.; quantity of fine copper, 190 tons 16 cwt. The following are the particulars:—
Date. Tons. Standard. Produce. Price per ton. Ore copper.
Nov. 21..... 6213 £139 3 0 5 1/2 £5 0 £29 11 0
" 28..... 4148 138 15 0 5 1/2 5 7 91 11 6
Dec. 6..... 4679 136 2 0 5 1/2 5 14 0 91 17 0
" 12..... 3073 132 12 0 6 1/2 5 9 6 88 7 0
Compared with the sale of last week, the decline has been in the standard 2½, and in the price per ton of ore about 2s. 7d. There was no sale in the corresponding week of last month.

At the Swansea Ticking, on Tuesday, 1450 tons of ore were sold, realising 16,350£, 8s. 6d. The particulars of the sale were—Average standard, 117½; average produce, 11 9-16; price per ton, 11.7s. 6d.; quantity of fine copper, 167 tons 13 cwt. The following are the particulars of the sales during the past month:—
Date. Tons. Standard. Produce. Price per ton. Ore cop.
Nov. 28..... 1380 £116 7 0 11 9-16 £12 10 0
Dec. 10..... 1450 117 4 0 11 9-16 11 5 6 97 10 6
Compared with last sale the decline has been—In the standard, 2½ 13s., and in the price per ton of ore about 6s. 3d. Compared with the corresponding sale of last month the decline has been—in the standard 1½ 6s., and in the price per ton of ore about 3s. Of the 1450 tons of copper ore sold on Tuesday, 937 tons were from British mines, which gave an average produce of 107-16, and sold at an average standard of 118½ 17s.—10½ 3s. per ton of ore. The remaining 513 tons were foreign ores, which gave an average produce of 13½, and sold at an average standard of 114½ 17s. 6d.—13½ 6s. per ton of ore. On Dec. 24 there will be offered for sale 1119 tons of ore from Cobro, Knockmahon, Berehaven, Ookip, Lochwinnoch, and Australia.

At the Dolcoath Mine meeting, on Monday, the accounts for Sept. and Oct. showed—Balance last audit, 4357.7s. 9d.; sales of tin ore, 11,511 19s.; copper, 418s. 13s. 2d.; sundries, 3971.19s. 4d.; less duties and rates, 5971.2s. 2d.—12,166 17s. 1d. Mine cost, 5533s. 7d.; merchants' bills, 20871.10s. 11d.; water and other rents, 1321.0s. 11d.; balance of new engine and pitwork, 9507.19s.; showing a profit on the two months' working of 30871.4s. 11d.—By dividend of 28641. (8s. per share), and payment of income tax on profit (1001.8s. 8d.), leaves to credit of next account 5281.4s. [The agents' report is among the Mining Correspondence.]

At Wheel Seton meeting, on Monday, the accounts for Sept. and Oct. showed—Balance last audit, 9417.10s. 6d.; copper and tin ore sold (less duties), 24611.15s. 4d.—9497.7s. Mine costs, including merchants' bills, 50007.17s. 6d.; leaving credit balance, 14021.7s. 7d.—By dividend, 2841. (11 15-16s. per share), leaves to credit of next account, 9087.7s. 7d. [The agents' report is among the Mining Correspondence.]

At Boscan Mine meeting, on Dec. 3, the accounts showed—Balance from last account, 10851.14s. 3d.; tin sales for three months, 41 tons 16 cwt. 3 qrs. (less fines), 30107.11s. 3d.—40961.5s. 6d.—Expenditure for three months ending September, 27411.12s. 3d.; leaving credit balance, 13541.13s. 3d. A dividend of 3001. (11 5s. per share) was declared, carrying 10541.13s. 3d. to credit of next account.

At Mount Pleasant Lead Mine meeting, on Dec. 6 (Mr. John Roberts in the chair), the accounts for the five months ending November showed—Balance last audit, 3181.9s. 6d.; lead ore sold, 36221.10s.—39361.19s. 6d.—Mine cost, merchants' bills, royalty, and sundries, 15161.10s. 7d.; leaving credit balance, 24191.18s. 11d. The profit on the five months' working was 21081.9s. 6d. A dividend of 8001. (11 5s. per share) was declared, and since the last meeting four monthly dividends, amounting to 16001. (21 10s. per share) have also been declared, leaving now 191.18s. 11d. to the credit of next account. Captain Robert Williams reported upon the various points of operation. They have accomplished the communications from the boundary shaft with our southern workings at the bottom of Parry's incline, so that all the underground workings are now connected, and the mine thoroughly ventilated. He may confidently say that the mine has never been so rich during his agency as it is at present.

At Wheel Mary Ann meeting, on Tuesday (Mr. J. Cock in the chair), the accounts for the three months ending Sept. showed—Balance last audit, 15081.11s. 3d.; ore sold, 51781.10s. 11d.—66871.2s. 1d.—Mine cost, merchants' bills, and sundries, 46011.5s. 9d.; leaving credit balance, 20851.13s. 4d. The profit on the three months' working was 5771.2s. 2d. A dividend of 5121. (11 15-16s. per share) was declared, and 15731.13s. 4d. carried to credit of next account. Capt. Cloyes, Hodge, Harris, and Stevens reported upon the various points of operation. The slopes and pitches are producing much the same as they have for some time past.

At the General Mining Company for Ireland meeting, on Dec. 2, the accounts for the half-year ending Oct. 2 showed—Balance last audit, 42521.1s. 3d.; ore sold, 7281.11s. 3d.; transfer fees and sundries, 3171.10s. 6d.—50691.2s. 10d.—Mine cost, merchants' bills, and sundries, 34021.13s. 6d.; leaving credit balance, 19081.9s. 5d. Captain W. G. Roberts reported upon the operations at the mines. The dressing of the calamine is going on well, and arrangements have been made for saving the ochre, a ready sale for which it is expected will be found.

At the North Wheel Robert meeting, on Monday (Mr. Procter in the chair), the accounts for the four months ending Sept. showed a balance (loss) of 947.18s. 1d. There was a balance of assets over liabilities to the end of October of 1891.16s. Details in another column.

At the Caradon Consols Mine meeting, on Wednesday (Mr. Buckland in the chair), the accounts showed a balance of liabilities over assets of 2991. A call of 11. per share was made. Details in another column.

At the East Wheel Russell meeting, on Tuesday (Capt. R. B. Mann in the chair), the accounts for the quarter ending September showed a profit of 331.12s. 4d.

and a balance of liabilities over assets of 1871.1s. 10d. A call of 3s. per share was made. Details in another column.

At Sorridge Consols Mine meeting, on Thursday (Mr. W. A. Thomas in the chair), the accounts for the six months ending October showed a loss of 8081. There was a balance of assets over liabilities of 3441. Details in another column.

At the Nanigles Mine meeting, on Tuesday, the accounts showed—Mine cost, merchants' bills, and sundries, 23151.13s. 7d.—Balance last audit, 1177.0s. 10d.; calls received, 10241.7s. 4d.; leaving debit balance, 10501.5s. 5d. A call of 11. per share was made. The Dublin office of reference is to be dispensed with at the end of the present month. Messrs. Hitchens and Fernman, of Redruth, were appointed the surgeons of the mine. Captains James Rowe and Edward Dower reported upon the various points of operations. They will as soon as possible put their working shafts in proper order, when they hope to increase their returns considerably.

At Cargill Mine meeting, on Monday, the accounts for the three months ending Sept. showed—Balance last audit, 6097.13s. 6d.; lead ore sold, 31891.14s. 2d.—37991.7s. 8d.—Mine cost, merchants' bills, and sundries, 32971.3s. 10d.; leaving credit balance, 5027.3s. 10d. The amount received for lead ore sold during the quarter has exceeded the expenditure for labour and materials, exclusive of machinery, by 4241.13. 11d. Captains Grose and Tyzzer reported upon the various points of operations. There are 93 tons of ore sampled and ready for sale. They have at present employed on the mine 61 men and 4 boys on tribute; 52 men and 6 boys on tribute; 1 pitman, 7 fillers and landers, 7 enginemen, 1 carpenter, 2 smiths, 2 sawyers and a boy, 5 owners' account men, and 1 dryman; and in dressing ore 8 men, 33 boys, and 15 girls; and 15 persons dressing balansa. They are progressing favourably with the erection of the engine-house, on which there are 10 masons and tenders employed.

At Wheel Hearle meeting a call of 11s. per share was made.

At the Trelawny Consols Mine meeting, on Dec. 4, the accounts showed—Balance last audit, 1967.13s. 5d.; mine cost, Aug. Sept., and Oct., 5781.18s. 7d.; merchants' bills, 1761.12s. 5d.; calls, 161.18s. 1d.; proportion of Trelawny Lower Mine cost, 747.18s. 10d.—1041.1s. 4d.—Tin sold (less duties), 8961.12s. 7d.; leaving debit balance, 141.5s. 9d. The tin realised an average price of 691.16s. per ton. The report of the agents (Captains R. James and E. Pooler) stated that, looking at the run of tin ground at the new shaft, and also the several chances in connection with the cross-cuts, they considered the prospects good. With regard to Trelawny Lower Mine, it was stated that they had raised during the quarter 2 tons 3 cwt. of black tin, and there was little doubt of that being a profitable mine when sufficiently laid open.

At the South Wheel Seton meeting, on Dec. 5, the accounts for the four months ending October showed—Balance last audit, 661.9s. 11d.; mine cost, merchants' bills, and sundries, 8081.0s. 7d.—8691.16s. 6d.—Calls received, 6001. leaving debit balance, 2691.16s. 6d. A call of 21. per share was made. Capt. Malachi Bath and Enoder Higgins reported upon the various points of operation. They hope to lay a more favourable report before the shareholders at the next meeting.

At Devon Wheel Buller meeting, on Dec. 7, a call of 3s. 6d. per share was made. The mine has been thoroughly examined by Captains Williams and Kent, Mr. Jehu Hitchens, and Capt. Skewis, and upon their reports being read to the meeting it was unanimously resolved that Capt. W. Stephens should be appointed a resident agent, at a salary of 81.8s. per month, and that the committee and agents be requested at once to look out for a suitable engine for the mine, and purchase one at their discretion.

At Great Wheel Vor United Mines meeting, to be held on Wednesday, the accounts for the three months ending Oct. will show—Balance last audit, 46241.3s. 10d.; calls received, 51.7s. 7d.; tin sold, 39611.3s. 10d.; sundries, 861.17s. 5d.—86771.10s. 8d. Mine cost, merchants' bills, and sundries, 6271.6s. 8d.; leaving credit balance, 24701.4s. The profit on the three months' working was 4811.0s. 1d. During the three months 72 fms. 2 ft. of ground has been removed.

At the St. John del Rey Company meeting, yesterday (Mr. J. D. Powles in the chair), it was stated that the proceedings of the company during the past six months had been highly satisfactory. The season, on the whole, had been favourable, and an unusually large produce of gold had been the result. The profit for the half-year was 41,978£. At the close of the half-year ending November there were assets in England amounting to 56,371£; the liabilities, including the dividend to be proposed at the present meeting, and 10 per cent. upon the profits to be added to the reserve fund, amounting to 38,632£. In Brazil there was a balance of 9703£. to meet the expenditure of September and October (say) 18,000£. The reserve fund, on the addition thereto, of the amount stated above, would stand at 30,097£. A dividend of 31. per share, free of income tax, was declared. The amount standing to the credit of the profit and loss account was 9760£. Details appear in another column.

LEEDS, DEC. 12.—In Mining Shares business has been limited, with little alteration in prices:—Brea Consols, 20s. to 22s.; Craven Moor, 2s. 6d. to 3s.; Hebden Moor, 20s. to 25s.; Merryfield, 5s. to 6s.; North Hallenheale, 12s. to 13s.; North Jane, 35s. to 45s.; Wensleydale, 7s. to 8s.; West Burton Gill, 100£ to 105£; Yorkshire, 8s. to 10s.

STURGEON GENERAL'S MINE.—Sited about 1½ mile north-east of Kettlewell, Yorkshire, and divided into 30 shares, which are held principally by gentlemen from Leeds, is producing ore in fair quantity, having this week smelted 25 tons of lead of good quality, and also about 14 tons in June last. Though the produce of this promising mine is not large, yet it is more than the average yield of the mines in the district.—J. GLENDHILL AND CO.

WEATHER PREDICTIONS.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—In my letter in last week's Journal, I stated that we should have gales of wind between the 7th and 9th, and again between the 10th and 12th, the former accompanied with thunder, lightning, and rain. I received a letter from Mr. Brown, of Northampton, informing me that lightning occurred in that locality on the 8th. While at Carnarvon the gale was very severe, with vivid lightning, thunder, rain, and hail; the wind was also very strong in London, with rain. The gale predicted for between the 10th and 12th also occurred—on the 10th a strong wind, on the 12th a severe gale. Another gale is due about the 18th and 19th, also with rain and strong winds, until about the 21st. The first few days next week, apparently, will be fine, but foggy; the latter part of the week, weather unsettled.

G. SHEPHERD, C.E.

26, Throgmorton-street, Dec. 13. Author of the "Climate of England."

IRON & STONE.—Some time since the Corporation of London expressed their willingness to receive from engineers designs for a new bridge over the Thames, and it will be gratifying to our readers to learn that of the twenty who responded, fifteen preferred iron to granite. The majority of the engineers proposed a bridge of five arches, but the committee appointed to make the selection chose Mr. Page's design for an iron bridge with three arches, the centre having a span of 280 feet. Iron bridges are admitted to have the advantage of being less costly, capable of being more speedily constructed, and of admitting of a causeway more nearly horizontal. We believe that, both for beauty and utility, iron bridges may easily be made to surpass stone, and trust, therefore, that the choice of the committee will meet with general approbation. Mr. Page proposes that his arches should rest upon solid granite piers, and estimates the cost at 245,000£, a sum which could, it is said, be readily met out of the surplus rents of the Bridge House estates.

GOLD IN NOVA SCOTIA.—A letter from Sherbrooke, Guysborough County (Oct. 28), says—"The gold workings are situated about a mile and a half from the west bank of the St. Mary's River, opposite the village of Sherbrooke. The precious metal was first discovered by a man named Nickerson, and about 40 applications for three-quarter acre lots have been made up to this time, and from all I can see this gold field promises to be equal to any yet discovered. The general direction of the veins is 63° west, corresponding to the strike of the enclosing strata, which is hard, slaty in structure, and considerably shattered, dipping about north 22° east, at a high angle. The quartz is highly impregnated with metallic minerals, consisting of bi-sulphurets of iron and copper, arsenical pyrites, and, I think, some silver. The fire has been through all the region in the neighbourhood of the diggings, and the ground is mostly open, rocky, barren, and somewhat swampy."

BRITISH COLUMBIA.—A letter from Victoria, Vancouver's Island (October 26), says—"We have got up a volunteer corps, but the population is yet too small and too migratory to make the force effectual; and next year it will be smaller, for recent discoveries of rich gold placers have been so astounding, yielding to the labour of individual miners gold in quantities which are given by the pound, and not by the ounce, as formerly, that it is almost certain the attraction will next spring denude Victoria and the other parts of the island of nearly all their able-bodied men. They will be off to the mines. The 'gold fever' is already general, and every fresh batch of miners that arrives laden with gold dust adds intensity and breadth to the contagion. Several men have made handsome fortunes in a few weeks' work. It is common to meet men who have come from Fraser River who made \$10,000 between them in six weeks. This amount was brought to Victoria last night. Another man brought \$30,000, the result of his summer's earnings, and several miners brought smaller sums. The steamer in which these men came down from the river brought about \$250,000 in dust. The amount of gold taken out of a single district, named Cariboo, appears really fabulous. But I am cognizant of the few facts stated above, and of many others which I have not space to enumerate."

COAL OIL IN AMERICA.—During the year 1860 the quantity of coal oil from one source, which was shipped east over the Philadelphia and Erie Railroad, was 31,119 barrels. During the first nine months of this year the quantity shipped amounted to 99,395 barrels.

ISLAND OF ANGLESEY COAL AND COKE COMPANY (LIMITED).—Mr. John Owen, of Tynon House, Newcastle, Gloucestershire, a creditor of the company, and holder of 300 shares, filed a petition in the Court of Bankruptcy for a winding-up order, on the ground that the company was unable to pay its debts. It appeared that the company was incorporated in March, 1857, for the purchase of a colliery, plant, and other works in the Island of Anglesey, and for carrying on the same. The nominal capital was 50,000£, in 10,000 shares of 5£ each. Its registered offices were at 11, Adam-street, Adelphi.—Mr. Lucas, in support of the petition, said the case had stood over by consent, the company disputing the debt. Since then an action had been brought against the company by Mr. Horneck, a creditor, and the debt had been paid. It was contended that demand of the debt having been satisfied, there were still grounds for making the order. The petition was dismissed; but the Court declined to make any order as to costs.

ST. AUBYN MINERAL COMPANY.—A meeting is convened by the Vice-Warden of the Stannaries for Dec. 30, when a call will be made on the contributories.

BLACK TIN.

Sold on the 22d November.
Mines. Tons c. q. lbs. Price per ton. Amount. Purchasers.
Ashburton Utd. 5 15 2 27 £57 6 0 £532 0 Harvey & Co.
ditto 9 2 0 15 27 0 0 555 13 Calcutt & Co.
Sold on the 5th December.
Gurlyu 4 3 18 69 8 0 344 6 Chyandour.

LEAD ORES.

Sold on the 9th December.			
Mines.	Tons.	Price per ton.	Purchasers.
Dyflid 51	£12 18 6	A. Eytton.
Sold on the 11th December.			
Kewick 25	11 13 6	W. J. Cookson & Co.
Sold on the 12th December.			
Messyrewddu (Talargoch) 55½	13 0 6	Walker, Parker, & Co.
Coetia Lillys (Talargoch) 49	12 10 0	ditto
Deep Level 25	11 15 6	ditto
Brynford Hall 10	12 8 0	A. Eytton.
Harward United 14	11 7 6	Newton, Keates, & Co.
Speedwell 6	11 15 0	Walker, Parker, & Co.
Rhosemor 40	12 13 6	A. Eytton.
Orsedd 15	12 8 6	Walker, Parker, & Co.
Tymaen 4	13 1 6	ditto
Parrys Mine 30	12 11 6	ditto
Bryn Gwlog 45	12 12 0	A. Eytton.
Long Rake 10	12 1 6	Walker, Parker, & Co.
Lady Eleanor 3	12 14 0	Newton, Keates, & Co.
Grosvener 12	12 3 0	A. Eytton.
Roman Gravel 30	12 5 0	Newton, Keates, & Co.
Isle of Man Mining Company 100	22 10 0	—

COPPER ORES.

Sampled November 20, and sold at Swansea December 10.

Mines. Tons. Produce. Price.			
Cobre 96	.....	£11 12 0	Berehaven 106 £11 2 6
ditto 93	.....	11 11 0	ditto 100 11 2 6
ditto 82	.....	12 14 0	ditto 114 9 10 0
ditto 8	.....	14 4 0	Ballycummisk 60 12 7 6
ditto 90	.....	11 17 6	ditto 48 4 11 6
ditto 66	.....	11 14 6	ditto 16 3 17 6
ditto 58	.....	18 17 0	Laxey 112 4 19 0
ditto 7	.....	60 0 0	West Kaimie 16 5 6 0
Knockmahon 93	.....	13 5 6	Turkish 13 17 16 11 6
ditto 59	.....	10 14 0	Connoree 9 42 40 10 0
ditto 57	.....	11 9 6	Precliptate 3 21 5 0
ditto 71	.....	10 11 0	Cronebane 3 23 21 5 0
ditto 70	.....	10 5 6	Tigrony 3 23 21 5 0
TOTAL PRODUCE.			
Cobre 500	.....	£5616 13 0	West Kaimie 16 £ 84 16 0
Knockmahon 350	.....	3988 5 0	Turkish 13 215 9 6
Berehaven 320	.....	3374 15 0	Connoree Precip. 9 364 10 0
Ballycummisk 124	.....	1024 2 0	Cronebane 3 63 15 0
Laxey 112	.....	554 8 0	Tigrony 3 63 15 0

COMPANIES BY WHOM THE ORES WERE PURCHASED.

Mines.	Tons.	Amount.
Copper Miners' Company 193	£2347 1 6
Freeman and Co. 140	1588 16 0
P. Grenfell and Sons 90	1068 15 0
Sims, Williams, and Co. 15	492 0 0
Vivian and Sons 368	4203 14 0
Williams, Foster, and Co. 408	4415 8 0
Mines Royal Co. 56	773 17 0
Mason and Elkington 106	1179 5 0
C. Lambert 64	281 12 0
Total 1450	£16,350 8 6

Copper Ores for sale at Swansea, Dec. 24.—Cobre 96, 94, 93, 92, 48, 46, 11, 10, 95, 90—Knockmahon 82, 59—Berehaven 118—Ookip 50, 46—Lochwinnoch 49, 27, 5—Australia Regulus 2, 1.—Total, 1119 tons.

AVERAGES.

Produce.	Price.	Standard.
British 10 7-16	£118 17 0
Foreign 13 6 0	114 17 6

Sale 11 9-16 £11 5 6 £117 4 0
Totals—British, 937; Foreign, 513=1450 tons (21 cwt.)

AVERAGES OF LAST SALE.

Produce.	Price.	Standard.
British 10 7-16	£122 1 6
Foreign 13 6 0	112 17 6

Sale 11 9-16 £11 12 6 £119 17 0
Totals—British, 1192; Foreign, 188=1380 tons (21 cwt.)

COPPER ORES.

Sampled Nov. 27, and sold at Tab's Hotel, Redruth, Dec. 12.

THE HAFOD LEAD MINING COMPANY (LIMITED).

Capital £50,000, in 10,000 shares of £5 each, the first issue being limited to 6000 shares.

Deposit, 5s. per share, to be paid on application, and 15s. on allotment. No call to be made at intervals of less than three months.

Incorporated under the Joint-Stock Companies Limited Liability Acts, 1856 and 1857, so that shareholders will be liable only to the amount of their individual subscription.

DIRECTORS.
ZACHARIAH C. PEARSON, Esq., Mayor of Hull (Messrs. Z. C. Pearson and Co.), 34, Great St. Helen's, E.C.
JOHN STUDDY LEIGH, Esq., F.G.S. (Messrs. J. Studdy Leigh and Co.), 27, Leadenhall-street, E.C.
Major B. REMINGTON WILLIAMS, 2, Chayne-walk, Chelsea, S.W.
JOSEPH TILSTON, Esq., 2, Lower Kensington-gate, W.
CHRISTOPHER J. COTTINGHAM, Esq., Barrister-at-Law, 18, Campden-grove, Kensington, W.

BANKERS.—The London Joint-Stock Bank, Princes-street, Bank, E.C.
SOLICITORS.—Messrs. Hughes, Kearsley, Masterman, and Hughes, 17, Bucklersbury, E.C.
OFFICES.—No. 9A, GREAT ST. HELEN'S, BISHOPSGATE STREET, LONDON.

ABSTRACT OF PROSPECTUS.

This company is formed for the purpose of raising the rich silver-lead ore on the Hafod estate, Cardiganshire, which is held on lease for 40 years, at 1-20th royalty. The grant is about 2050 acres, and lies between the Cwmystwith and Lisburne Mines, the former of which, on the £50 share, have paid in dividends £231 10s.; and the latter, on the £15 share, £307 10s.

Detailed prospectus may be had on application, by post or otherwise, and specimens of the ore and reports seen, at the offices of the company, No. 9A, Great St. Helen's, E.C.

N.B.—A large amount of the capital having been already subscribed, operations have been commenced at the mines.

ST. JUST UNITED TIN AND COPPER MINING COMPANY (LIMITED), IN THE PARISH OF ST. JUST, NEAR PENZANCE, IN THE COUNTY OF CORNWALL.

Incorporated under the Joint-Stock Companies Acts, 1856 and 1857.
Capital £15,000, in 6000 shares of £2 10s. each. Deposit on application 5s., and 5s. on allotment.

DIRECTORS.
JAMES WRIGHT, Esq., C.E., 42, New Bridge-street, Blackfriars, London.
Col. BUSH, 55, York-terrace, Regent's-park, London.
THOMAS COOPER SMITH, Esq., 5, Warrford-court, Throgmorton-street, London.
Capt. GOLDICUTT (late 60th Rifles), Barton Villas, Barnsbury, London.
WENTWORTH LASELLES SCOTT, Esq., M.S.A., Westbourne-park, Bayswater, London.
WILLIAM GREEN, Esq., Beverley-road, Hull, Yorkshire.
GEORGE EUSTICE, Esq., C.E., Hayle, Cornwall.

BANKERS.—Roberts, Lubbock, and Co., 11, Mansion House-street, London.
Batten, Carne, and Carne, Penzance, Cornwall.

BROKER.—Alexander Young, Esq., 3, Bartholomew-lane, or Stock Exchange, City, London.

SOLICITORS.—Messrs. Hancock, Sharp, and Hales, 20, Tokenhouse-yard, City, London.
AUDITORS.—Messrs. Cooper Brothers and Co., 13, George-street, Mansion House, London.

MANAGING DIRECTOR.—Mr. Thomas Cooper Smith.

OFFICES.—5, WARRFORD COURT, THROGMORTON STREET, LONDON.

This company is established for purchasing and working the extensive and valuable tin and copper mines, called the St. Just United, in the parish of St. Just, near Penzance, Cornwall, and situated in a district which is one of the most productive in the county, and has become distinguished by the rich returns and profitable results of mining operations carried on within it. The undermentioned mines, which are producing immense quantities of ores, and continue paying large dividends to the shareholders, are immediately adjoining and contiguous to the one under notice:—

Names of Mines now working, paying dividends.	Shares	Amount paid per share.	Dividends paid per share.	Original outlay.	Total amount of dividends paid.	Present market value.
Levant (tin & cop.)	160	£2 10 0	£1091 0 0	£400 0 0	£174,560 0	£16,000 0
Botalack (tin & cop.)	200	91 5 0	445 15 0	18,250 0 0	89,150 0	48,000 0
Wheat Cwies (tin)	80	70 0 0	280 13 0	5,000 0 0	22,452 0	24,000 0
Balewidden (tin)	1624	11 15 0	12 5 0	19,952 0 0	19,952 0	19,488 0
Boscan (tin)	240	20 10 0	33 0 0	4,920 0 0	7,920 0	12,000 0
Spearne Moor (tin)	280	31 17 9	9 15 0	8,928 0 0	2,730 0	12,600 0
Carnyorth (tin)	2948	3 10 0	0 19 6	7,168 0 0	1,996 16	7,168 0
	4632	231 7 9	£1873 7 6	£43,448 0 0	£318,712 16	£139,266 0

* Decomposed granite, slate, and greenstone. † Decomposed granite.

The above seven mines, on an outlay of £43,448 on the present working, have already paid back in dividends to the shareholders £318,712 16s.

As the before-mentioned mines stand prominent in the dividend-paying list, it may not be out of place to state also that Botalack Mine has given back to the shareholders in its former workings upwards of £250,000; Boscan Mine upwards of £40,000, and again resumed working by a new company; Wheat Cwies upwards of £25,000; Boscan Mine upwards of £15,000; and Spearne Moor for an outlay of £1250 upwards of £10,000; thus making a total sum five mines have paid back in dividends to shareholders of £340,000.

Names of mines working.	Shares	Original outlay.	Market value.	Geological position.
Pendean Consols (cop.)	5000	£18,000 0 0	£28,780 0 0	granite, slate, & greenstone.
Boscanwell Downs (tin)	1248	7,800 0 0	9,984 0 0	granite.
Wheat Hearle (tin)	1024	7,800 0 0	15,360 0 0	granite.
Boswedden (tin)	128	2,956 0 0	3,936 0 0	granite and greenstone.
Boscan (tin)	160	1,000 0 0	1,600 0 0	granite.
		£38,416 0 0	£59,660 0 0	

The sets are very extensive on the course of the lodes, and have been granted at the very moderate royalty of 1-24th due for the term of 21 years, and upon the usual mining conditions. Further rich tin and copper lodes and three cross-courses pass through this ground, some of these lodes have been wrought on, and so far as they have been opened, have proved very productive, and will, no doubt, at a deeper level prove richer and lasting in their downward courses. This, in fact, has actually been the result in every mine in the district.

The geological position of this extensive and valuable mining property cannot be surpassed in the county. It is in beautiful strata, quite congenial for producing tin in the granite, and copper in the kilaas (clay-slate) immediately adjoining the granite, precisely of the same character as Botalack, Levant, Pendean Consols, and other mines in the district.

These mines lie immediately adjacent to the rich Botalack, Levant, and other mines, all making large dividends, and producing tin in the granite inland, and copper ore in the kilaas under the sea. All these mines exist under such geological parallels, that it is almost impossible to overlook the fact that they cannot fail under good management to become highly profitable; so much so, that in a long catalogue of all the surrounding mines, not one but has proved a most excellent investment for capital.

With reference to these special mines, the lodes in them which have been worked for tin for centuries have proved so profitable that the waste heaps seem inexhaustible, and after being worked over the third or fourth time are now affording great profits.

There are very large quantities of tin now lying underground, which were broken when that metal was worth about £40 per ton; but it is now worth £76 per ton, and may consequently now be prepared for market at considerable profits.

There is an immense field of tin ground, containing 14 lodes, in the grant. These have been partially worked to an inconsiderable depth, about 60 fms., under adit; affording evidence that there remains an unlimited supply below, which may be worked to extraordinary profits under the favourable circumstances of the prevailing high prices of tin, low prices of mining materials, and the improved steam-power of the age.

Some very beautiful specimens of banded copper ore may be seen in the offices of the company, broken in the last day or two of working in the 40, by the last workers; but the levels, although close to the copper formation, have not been carried into it, and some idea of its extent and value may be formed from the evidence of a similar range of copper ore ground worked in Botalack Mine, which has given as much as £24,000 per annum profit.

There can be no doubt that this property is actually teeming with certain and abundant mineral wealth, as it is the decided opinion of persons competent to speak on this mine, that when it shall have been set to work the profits that will accrue therefrom will place it in a position second to none in the district for the outlay.

The directors, after an unusually rigid enquiry and careful inspection of these mines, have the greatest confidence in bringing this property before the public, and they feel satisfied, by established facts, that a more promising and advantageous investment, and one more free from any speculative feature, has never before been offered to the public.

A reference to the section and sketch of the set will better illustrate the position of a lode of these mines.

The opinions of several mining engineers that have been consulted on the subject are, that a steam engine of 36 in. cylinder rotative expansive machine, for pumping and stamping may be erected, and the mine drained, for about £5000, when it is estimated that a small additional sum will carry the 40 and 62 westward into the copper ore ground, so as to give dividends to the shareholders almost at once, or at any rate within a very short period afterwards.

The capital of the company will consist of £15,000 in 6000 shares of £2 10s. each, deposit 5s. per share on application, 5s. per share on allotment, and the future calls will not exceed 5s. per share at any one time.

The conditions of purchase for this valuable property are £2000 in cash, and £3000 in paid-up shares, the consideration for which embraces a lease of 21 years on highly favourable terms, the benefit of the work already done, with the plant, houses, materials, and evans upon the mine; this will leave £10,000 for working capital, which is considered more than ample to carry out all the work necessary to place the mine in a dividend position.

The company having been completely registered with Limited Liability, no shareholder can, under any circumstances whatever, be made responsible for a greater amount than the shares to which he subscribes.

There are no special Articles of Association. Table B under the Joint-Stock Companies Act of Parliament having been adopted in its entirety.

To insure subscribers for any loss, which often ensues when a sufficient number of shares are not applied for, the directors bind themselves to return the whole of the deposit money, unless at least one-half of the shares are subscribed for.

A considerable portion of the capital has been already subscribed, and the directors will proceed to allot the shares as soon as they deem the requisite number applied for.

It is unnecessary to enter into further particulars in the prospectus, as the annexed reports of mining engineers and practical agents of the highest standing in the district, who have inspected these mines, will sufficiently corroborate the statements herewith submitted.

Some fine specimens of the ores from the various lodes may be seen at the offices. Prospectuses, plans, forms of application for shares, and any other information, may be obtained of the secretary at the offices of the company, or from ALEXANDER YOUNG, Esq., Stock Exchange, London.

ST. JUST UNITED TIN AND COPPER MINING COMPANY (LIMITED).—MR. THOS. COOPER SMITH having ACCEPTED THE MANAGEMENT OF THIS COMPANY, all future applications must be made to him, at the new offices, 5, Warrford-court, Throgmorton-street, London.

THE ASHCROFT ANGLESEY COPPER MINING COMPANY (LIMITED).

Capital, £12,500, in 12,500 shares of £1 each.

Shareholders only liable for the amount of their subscriptions.

10s. per share to be paid on application for shares, with two calls of 5s. per share (if required), at intervals of not less than three months.

The company is completely registered according to the Limited Liability Acts of Parliament, passed in the years 1856 and 1857.

DIRECTORS.
THOMAS P. ELLIOTT, Esq. (Agent to the Hon. Mr. Stanley, M.P.), Penrhos Bradwin, Holyhead.
Capt. KNOX, Proprietor of Irish Times, Fitzwilliam-square, Dublin.
HENRY PRICE, Esq., J.P., Blackrock, county Dublin.
PETER ROE, Esq., Clarendon House, Rathgar, county Dublin.
JAMES DIGGES LA TOUCHE, Esq., J.P. (Director Midland Great Western Railway Company), Durdham, county Dublin.

National Provincial Bank of England, at Manchester, Chester, Holyhead, Bangor, and Carnarvon.
National Bank of Ireland, Dublin, Cork, and London.

SOLICITORS.—James Malley, Esq., 48, Upper Sackville-street, Dublin.
BROKERS.
Messrs. Boyle, Lowe, Pim, and Co., 35, College-green, Dublin.
J. Cunningham and Co., Belfast.
Mr. Connel, South Mall, Cork.
Messrs. Lawrence, Son, and Pearce, Auction Mart, London.
Mr. George Hancock, 15, Tithebar, Liverpool.
Mr. James Gorton, Newmarket-buildings, Manchester.

BRANCH OFFICES...... 48, UPPER SACKVILLE STREET, DUBLIN.
REGISTERED OFFICES...... 2, BOSTON STREET, HOLYHEAD.

ABRIDGED PROSPECTUS.

This company is formed for the purpose of purchasing the lease of a very valuable tract of mineral land in the Island of Anglesey, in the parish of Holyhead, held under lease from the Hon. W. O. Stanley, M.P., at a moderate royalty, for 22 years yet unexpired.

Assays, made by Messrs. Johnson and Son, Basinghall-street, London, of average portions, prove the stuff to contain, when dressed, 7 to 10 per cent. of copper at the present prices.

Reference is particularly invited to the extract of a letter from one of the most scientific geologists of the age, Sir Richard Griffith, Bart., of the Board of Public Works, Dublin, who has kindly given permission for his opinion to be added to the prospectus, as well as to the reports from the eminent mining engineers, Jehu Hitchens, Esq., John H. Clement, Esq., C.E., F.G.S., and Alfred Jenkin, Esq., showing the net profits to be about 25 per cent. upon the nominal, and 50 per cent. upon the proposed paid-up capital at the present workings.

Encouraged by the large returns of the Parys Mountain and Mona Mines, situated at Amwch, in the same island and county, the directors have formed a very high opinion of the value of this venture, which they believe can be made productive by an outlay of not more than £5000.

The situation of the mine is all that can be desired, being only two miles on a level road, from the Holyhead railway station, and ten yards from the sea, at high water.

The royalty is light, and every precaution has been taken by the directors to economise the preliminary expenses.

Already have a considerable number of shares been applied for.

Specimens of the ore may be seen at the offices. The liability of the shareholders will be limited to the exact amount of their shares.

No further call can be made on the holders of the shares.

If no allotment is made, the deposit will be returned in full.

Prospectuses may be obtained, and application for shares will be received at the offices by the directors and brokers of the company; but in no case will any application be attended to unless a deposit of 10s. per share be paid to the bankers of the company, and their receipt forwarded to the office.

THE AMMAN (ABERDARE) COLLIERY COMPANY (LIMITED).

Incorporated under the Joint-Stock Companies Acts, 1856 and 1857, whereby the liability of shareholders is limited to the amount of their shares.

Capital £100,000, in 10,000 shares of £10 each.
Deposit, £1 per share on application.

DIRECTORS.
The Right Hon. the EARL OF KINTORE, Lord Lieutenant of Kincardineshire.
GEORGE BROCKELBANK, Esq., Greenwich (Director of the General Steam Navigation Company).
EWING F. COLQUHOUN, Esq. (Messrs. Colquhoun and Thomson), Laurence Pountney-hill.

CHARLES LEAN, Esq., Llantrisant, late of the Cwm Avon Iron-works.
WILLIAM LLOYD, Esq., J.P., Newtown, Montgomery (Director of the Oswestry and Newtown, Newtown and Llanidloes, and Mid Wales Railway Companies).
GEORGE OFFOR, Esq. (Messrs. Seymour, Peacock, and Co.), London and Liverpool.

JOHN E. PANTER, Esq., Lee Park, Blackheath.
Sir EDWIN PEARSON, F.R.S., Wimbledon, Surrey (Director of the Scottish Australasian Mining Company).
JAMES LEWIS ROBERTS, Esq., J.P., Galdy's, Aberdare, Glamorganshire.

JOSEPH TILSTON, Esq., Lower Kensington-gate.
Major-General W. G. WHITE, H.E.I.C.S., 14, St. James's-square.
AUDITOR—George H. Jay, Esq. (Messrs. Quilter, Ball, Jay, and Co.), Moorgate-street.

SOLICITORS.—Messrs. Johnston, Farquhar, and Leach, London; Messrs. Prothero and Fox, Newport, Monmouthshire.
BANKERS.—London and Westminster Bank, Lothbury; West of England and South Wales Bank, Cardiff and Aberdare.

BROKERS.—Messrs. Field, Son, and Wood, 9, Warrford-court; Philip Woolley, Esq., 26, Tokenhouse-yard.

SECRETARY.—Francis Hawkins, Esq.

TEMPORARY OFFICES OF THE COMPANY.—15, TOKENHOUSE YARD.

This company is formed for the purpose of purchasing and working the important colliery properties known as Cwm Neol, Aberaman, Bedwyn, Tyllidithy, and Pwllfa Farms, situated in the Valley of Aberdare, Glamorganshire, and connected by the Taff Vale Railway with the Port of Cardiff. Railway communication being also opened with the ports of Newport, Swansea, Briton Ferry, and Milford Haven, as well as the Midland Counties, the produce of these collieries can now be conveyed at a low rate to Birkenhead, Liverpool, and all the intermediate stations.

These mineral properties comprise upwards of 800 acres, and are held under leases for a long term of years, at the usual galeage or royalty payable to the landowners. Assuming coal to contain only 10,000 tons of workable coal the aggregate, will amount to 8,000,000 of tons, equal to an output of 500 tons per day for more than half a century.

The coal, shipped as "Carr's Merthyr steam-coal," is on the English Admiralty and French Marine Lists, and is well known to be of the first quality. The seam at present wrought is the highly-reputed "Upper Four Feet" seam of Aberdare; a free burning and smokeless coal, and esteemed the finest in the kingdom for steam purposes, for which it is most extensively sold. All the remaining seams of the district, amongst them the "Six Feet" and "Nine Feet," are proved by workings in the adjoining collieries up to the Cwm Neol liberty, to underlie the entire estate, and to be of equal quality, but have not yet been wrought under any portion of this vast tract of mineral property.

This colliery is in one of those favourable positions where there is scarcely any water to contend with, no pumping is required, nor are any means employed to keep the water back; the stratification of the ground being sufficiently open to allow the water to pass off to a lower level.

The whole quantity of coal raised in the Aberdare district in 1846 was 62,000 tons; in 1851 it reached 350,000; in 1858 it had increased to 1,408,000 tons; and in the last year the total amounted to no less than 2,500,000 tons. Abundant evidence is thus afforded of the rapid advance this description of coal has made in public estimation. It is, therefore, only necessary to refer to the following extract from the interesting account of the trial trip of the *Warrior* steam-ship:—"The coals used are from the Aberdare Pits, Nixon's Navigation Coal, from the Upper Four Feet Seam, and which, as we have already stated, have been used on board Her Majesty's yacht, and very highly reported upon by Capt. Denman. From experiments made in Portsmouth Yard, it has been found that this description of coal possesses 20 per cent. greater power than the ordinary Welsh coals."—*Times*, Oct. 18, 1861.

The present workings and machinery are fully equal to an output of 450 tons per day, and a moderate outlay will command a delivery of 800 to 1000 tons per day, with ease and regularity; which, reckoning only on a minimum profit of 1s. per ton, will produce £15,000 per annum, equal to 30 per cent. on the amount of capital it is intended to call up.

The demand for this superior steam-producing coal is already frequently in excess of the supply, and in times of war its market value is materially enhanced.

The directors have entered into a conditional contract for the purchase of the leases of all the holdings, together with entire plant, machinery, and all appliances, at less than half the amount of the original cost. Payment of which is to be made partly in the shares of the company.

The opportunities afforded to the public for investment in property of this description are very rare, all the principal collieries being in the hands of a few wealthy capitalists. Several parties acquainted with the property have already agreed to take a large proportion of the shares, and in making the allotment of the remainder, the directors will preserve the strictest impartiality.

In preparing the Articles of Association, provision has been made for increasing the capital of the company, together with power to purchase neighbouring properties of a similar description, should the shareholders hereafter think it desirable to sanction such an extension of the company's operations.

It is not proposed at present to call up more than £5 per share, and as this company is not formed for the purpose of sinking to unproved coal, or of engaging in any speculative enterprise, but for the sole purpose of developing the resources of a colliery already in extensive operation, where the quality of the coal is well known, and the capacity of its production arrived at; it is considered that the capital so called up will meet all the present requirements of the company.

Beyond the £5 per share no further call will be made without at least three months' notice being given to the shareholders, and in amount not exceeding £10s. per share; but shareholders who may choose to anticipate calls by paying up the amount of their shares at once will be allowed interest at the rate of 5 per cent. per annum upon such payment.

The directors reserve to themselves the power of commencing operations as soon as they consider that a sufficient number of shares shall have been subscribed for the purpose. Application for the shares must be accompanied with a bankers' receipt for £1 per share in part payment of £2 10s., the balance of which will have to be paid on allotment. If no allotment be made, the deposit will be returned without deduction.

Copies of the prospectus, surveyor's reports, and forms of application, may be obtained from the brokers, Messrs. FIELD, SON, and WOOD, 9, Warrford-court; and PHILIP WOOLLEY, Esq., 26, Tokenhouse-yard; or from the secretary, at the temporary offices of the company.

THE TANYBWELCH SLATE QUARRY, LLANLLECHID, BANGOR, NORTH WALES.

This quarry has only very recently been opened by the owner, and although the operations have been very limited the quantity of slates obtained has been very considerable, and of superior quality.

The quarry is situated within two miles of the Penrhyn Slate Quarries, the property of the Hon. Col. E. G. Douglas Pennant, M.P., and has every facility for the conveyance of the slates to the town and port of Bangor, distant four miles, and thence by rail and ship transit.

A report of the capabilities of the quarry has recently been made by an experienced practical surveyor, a copy of which will be forwarded on application to the owner of the quarry, Mrs. TAYLOR, Albion Hotel, Bangor, of whom particulars as to terms of letting can be obtained.

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On the 1st of January, 1862, will appear No. 1 of **THE MINING AND SMELTING MAGAZINE:** A Monthly Review of Practical Mining, Quarrying, and Metallurgy, and Record of the Mining and Metal Markets.

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All communications are to be addressed to the Editor, 79, Old Broad-street, London, E.C.

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GEOLOGICAL SECTIONS OF THE ORDNANCE SURVEY OF ENGLAND, WALES, AND IRELAND, on three different scales, coloured. MAPS OF ENGLAND, WALES, SCOTLAND, IRELAND, SPAIN, AND OTHER MINERAL DISTRICTS, on various scales. PLANS, SECTIONS, AND MAPS LITHOGRAPHED, TRACED, AND COLOURED OR MOUNTED, on the shortest notice, by LETTS, SON, and CO., Royal Exchange, E.C. Illustrated catalogues may be had on application.

ing, so that great profits might be quickly realised, it is a hundred to one but the patentees will be losers by their genius, from the hundred ways in which their minds will be used to profit by superior intellects parading to the world their innermost thoughts, actions, &c.—G. F. GORLE: *Penryn*.

WEST MARGARET.—Some two years since a mine was advertised in the Journal, called West Margaret, near St. Ives: should this meet the eye of any of the promoters or pursers, I shall be glad if they would convey through the Journal the prospects, and what tin has been sold, as no report appears.—F. N. T.

FURZE HILL WOOD.—Some time since the question was asked when Furze Hill engine would be put to work, but I have never seen any reply from either purser or committee. When the contract was made, it was stated that the engine was nearly ready. If such were the case, why is the engine not reported as working, and tin in the market? Surely the committee who made the contract should see it carried out, or take the great loss and responsibility on themselves; they ought to consider time is money, and I hope in next week's Journal to see there is a batch of tin in the market. If not, they may depend the question will be asked again.—PICK AND GAD.

WEST SILVER BANK.—In answer to enquiries with respect to the change of directors of the West Silver Bank Mine, we find it was done with the unanimous consent of all parties connected with the mine.

PEAT AS A SMELTING FUEL.—For many months past I have anxiously looked to the Journal for some report upon the progress making by Mr. W. H. Buckland, whose process for the production of a dense peat suited for the manufacture of iron at one time created much attention amongst the correspondents of the *Mining Journal*. Can any of your correspondents make known through the Journal the reason that Buckland's peat has never yet come into the market? I carefully tested the peat, and found its quality to be excellent, but, of course, I had no means of ascertaining the cost of production, or the price at which it could be sold. I learnt a short time since, that Mr. J. D. Brunton was about to form a company for developing Mr. Buckland's invention, and I am convinced that if adequate capital were subscribed, and the invention energetically worked out, good would result both to the shareholders and the public. The value of peat as a smelting fuel has been demonstrated: it is free in most instances from sulphur, and other materials deleterious to the quality. If Mr. Buckland's, or some other process for producing pure and dense peat cheaply could be carried out, we should be sure of an ample supply of iron equal to the charcoal irons of Sweden or India, and our industry generally would derive benefit.—J. C. B.

"J. M. L."—We had such claims on our space as to render it impossible to publish the report referred to.

CREASE'S EXCAVATING MACHINERY.—Several letters having lately appeared in the Journal respecting Dale Mine, I beg you will find space for the following remarks:—I quite concur with Mr. Sykes, in last week's Journal, because it must be evident to anyone who visits the mine that no dividend can be paid until the new shaft is down to the Pipe. Time to us is, therefore, money, and a machine to work at the rate affirmed by Mr. Crease the very desideratum. I hope the matter will be discussed at the coming meeting, and if the machine has been tried anywhere, and found to answer its purpose, that an attempt will be made to purchase one, either by issuing new shares to the amount required, or otherwise, as may be deemed expedient. Should the machine have had as yet no fair trial, then perhaps an arrangement might be made with Mr. Crease to put down the shaft at a given rate, and pay for it on the fulfilment of the contract. In case of the machine proving efficient, a rapid development of the other parts of the mine could be made at very little expense.—ANOTHER SHAREHOLDER.

CONDEMNED MINE.—In the report last week, from the purser in the above mine, an error in one letter only may lead to the supposition that the late manager is alluded to. The error is this—"Treachery on the part of the employers," instead of "employees." Its correction is desirable.—A. B.

THE ANNUAL REVIEW OF MINING.

BY J. Y. WATSON, ESQ., F.G.S.

This valuable Epitome of Mining Progress is in course of preparation for 1861, being the Eighteenth Year. Pursers, agents, and others concerned, are requested to forward all their information, with as little delay as possible, either to our office, or to Mr. WATSON (Watson and Cuell, St. Michael's-alley), that complaints may not be made of defects or omissions.

THE MINING JOURNAL

Railway and Commercial Gazette.

LONDON, DECEMBER 14, 1861.

The many and increasing obstacles in the way of exporting British coals to Belgium is now receiving the serious attention of several influential members of the coal trade in this country; and from the communication addressed to Earl Russell, as Secretary of State for Foreign Affairs, by Messrs. HARRISON, CARR, and Co., of Newcastle-on-Tyne, it appears that great, and to some extent successful, efforts to secure their removal have been made, both here and in Belgium, since we last referred to the subject. At the time of the separation of Belgium from the Netherlands, Holland was authorised by "the twenty-four Articles" to levy, as a compensation for the concessions she made, a tax of 1½ florin per register ton on all vessels entering the Scheldt, bound for Antwerp and Ghent. As this toll was authorised to Holland as against Belgium, the latter power has, since the tax was first imposed, in 1839, reimbursed the Scheldt tolls, probably upon the very just consideration that the Belgians alone ought to bear the burden of the impost. The Belgian Government, however, has now, it seems, resolved to throw the burden upon those importing into Belgium by way of the Scheldt, and thus relieve themselves from the payment of half a million francs a year.

This most unfair step on the part of the Belgian Government will, no doubt, be severely felt by the British coal trade; yet we cannot think it just that England should be called upon to offer, unassisted by Belgium, a compensation to Holland for the extinction of a tax, the removal of which is of ten times greater importance to Belgium than to England. From the letter already referred to, it appears that the feeling of the Belgian Government has been ascertained; and it is suggested that if England were to undertake to secure the removal of the Scheldt dues the Belgian Government might be induced to abolish tonnage dues, and reduce pilotage and duty on coals, at least so far as Great Britain is concerned. Now, that the removal of the Dutch Scheldt toll would be advantageous to England cannot be doubted, but we contend that the suggestion in Messrs. HARRISON and CARR's letter is unreasonable, inasmuch as it is equal to asking England to undertake to bear the burden which Belgium has thought proper to throw off; and that, too, upon the condition only that Belgium shall adopt measures which will secure to the industrial community of Belgium the inestimable benefit of an abundance of good coal at a low price.

France has so well understood the advantage of cheap iron and coal, that in concluding a commercial treaty with England she took the utmost precautions to ensure a supply of iron and coal in every case, unless actually at war with us, yet it has been proposed to give Belgium similar benefits, and almost pay her for accepting them. The only way in which England should interfere in any arrangement for the removal of the Dutch Scheldt toll by a pecuniary loss upon her (England's) part, is to offer that she will pay to Holland—say, one-fourth, certainly not more, of the amount to be agreed upon, for the extinction of the toll, provided that Belgium will undertake thereafter to admit English coal and iron into Belgium free of all imposts, except, perhaps, a small pilotage charge, and that all other English products and manufactures shall be admitted at an *ad valorem* duty of not more than 10 per cent. upon their value at the place of shipment. Even with this arrangement Belgium would derive far greater benefit than England by the change, and would have the advantage of material assistance from us in removing a burden which no doubt presses heavily upon her.

The discussion upon the subject of the relative superiority of NIXON'S Navigation coal and THOMAS'S Merthyr was referred to, by a correspondent, in last week's Journal, and we this day publish the letter of "Carbon," by which our readers will be put in possession of both sides of the question. It is very justly urged that discussions like the present should not be too hastily passed over as simple personal disputes, because it often happens that, in their efforts to prove their own arguments correct, the disputants make known to the public facts which would otherwise for ever remain trade secrets. Thus it is that, in the present case, purchasers have been enabled to make several important notes to guide them in their future transactions. Mr. NIXON has admitted that his coal is higher in price than any other coal in the district, and that it is the practice of his rivals to mix the coal from several seams, though he prefers the Upper Four-feet, which, he contends, is superior to all other for steam purposes. But in reply to this "Carbon" shows that no advantage whatever results from using the Upper Four-feet alone. From 86 trials of Sguborwen Merthyr (comprising a mixture of a greater number of the coals enumerated by Mr. NIXON than any other in the Aberdare Valley), compared with five trials of the Cwm-Amman Merthyr Upper Four-feet, it appears that the evaporative power of the Upper Four-feet and of the Mixed coal is equal, but that the Upper Four-feet has the disadvantage that the percentage of ash contained is upwards of 16 per cent. greater than in the very mixed Sguborwen. Again, in opposition to the Upper Four-feet, it is stated by "Carbon" to be liable to break down to small, to which Mr. NIXON's only reply appears to be that "his statement that theoretic superiority of evaporative power and freedom from breaking down to small constitute the essentials of a steam fuel, is incorrect;" but it should also be mentioned that Mr. NIXON

has submitted to us a large number of testimonials from various firms, and from the engineers of the principal steam navigation companies, including the Cunard, West India Royal Mail, Peninsular and Oriental, Hamburg and American, Liverpool and Montreal, and the Pacific Companies.

But although from this it would appear that the argument is against Mr. NIXON, it must not be concluded that any Aberdare coal that can be obtained at a lower price than NIXON'S Navigation should have the preference, though the bold statement that the coal from the Upper Four-feet seam is 20 per cent. better than ordinary Welsh coal is so palpably erroneous that no reliance should be placed upon it. Indeed, unless the precise seams from which the coal is raised be known it would, perhaps, be better, now that it has been asserted that the coalowners of the Aberdare Valley are in the habit of mixing coals of inferior quality with those which give the entire valley an enviable notoriety, for purchasers to choose even NIXON'S Navigation coal at the high price it is stated to enjoy in the market than unknown coals. In comparing, however, such coals as NIXON'S Navigation, Wood's Merthyr (now called THOMAS'S Merthyr), Cwm Amman, Sguborwen, CARR'S Merthyr, and others equally well known for steam purposes, we believe that the quality is so nearly equal that price alone should be considered in making the selection. The sole conclusions we can arrive at from the arguments adduced, and from the testimonials alluded to, are that NIXON'S Navigation coal is a first-rate article, and that some mixed coal shipped at Cardiff is of inferior quality to NIXON'S Navigation; but that it does not follow because a coal does not come exclusively from the Upper Four-feet seam, that it is, consequently, inferior to NIXON'S Navigation, as some mixed coal is equal, if not superior, to NIXON'S Navigation. Whilst referring to the subject of Welsh coal, we may mention that a company—the Amman (Aberdare) Colliery Company—has just been formed for the purpose of working and bringing into the market one of the coals above alluded to. CARR'S Merthyr is already well known in the market, and is upon both the English Admiralty and the French Marine lists; and as it is proposed by the Amman Company to work the property with a capital of 100,000*l.*, it is confidently expected that enormous profits will be realised by the shareholders.

GOVERNMENT INSPECTION OF MINES IN SOUTH WALES—BORE-HOLES.

In the Journal of Nov. 16 we offered some remarks on the extraordinary proceedings which occurred at the Swansea Petty Sessions on Sept. 28, in the case of Mr. Evans, the Inspector of the district, against Mr. F. H. Perkins, the owner of the Lynch Colliery. We then stated in effect that a conviction had been obtained by a perversion of the law, and that the magistrates had been influenced in their decision by the evidence of Messrs. Evans and Brough, and by a construction of the clause in the Act of Parliament at variance alike with legal practice and common sense.

About a month has elapsed since the remarks appeared in our columns, and Mr. Evans has so far assented to the general correctness of the statement of facts then given as not, personally at least, to question the fairness and truth of the representations we then made. In the Journal of Nov. 23, however, Mr. Brough, on behalf of himself and his colleague, and in reference to our remarks upon the subject, says—"No statement of the kind was ever made by the Inspectors, nor did such an idea ever find place in the mind of either. Repeated reference was made by both to the 15th general rule, requiring bore-holes in approaching working places likely to contain dangerous accumulations of water, but there is not one word of truth in the allegation that we otherwise quoted the Act of Parliament."

This is terse, emphatic, and unequivocal, and we can honestly assure Mr. Brough that we have no disposition whatever to treat him or any other of Her Majesty's Inspectors unfairly in any way, and that if we have unintentionally done so, we are quite ready, and at all times, to make the *amende honorable*. Mr. Brough's assertions, however, are met by counter assertions, and the latter are corroborated by the reports of the proceedings which appeared in the local newspapers, and are still further to some extent confirmed by the letter signed "Coal," which appeared in our columns, and by the prevalent reports in the district.

If "no statement of the kind was ever made by the Inspectors," how comes it that the reporters of the press, the persons present, and the public, should say and believe that such a statement was made by the Inspectors? It is not for us to say which is right and which is wrong; but after having been charged by Mr. Brough with having made "a most unfair attack on Mr. Evans and himself," with having published a false statement of what occurred at the Swansea Petty Sessions, and advanced allegations in which he says "there is not one word of truth," we have no choice left, but are compelled to endeavour to vindicate the course we have pursued. Referring, then, to a report of the proceedings which appeared in the *Llanelli Telegraph* of Oct. 3, we find the following words:—"Mr. Brough, also one of the Government Inspectors of Mines, said he had not made a personal inspection of the pit in question, but assuming what the overman had said to be correct, it was in his opinion necessary that the boring should be continued. In cross-examination he said he could point to three pits which were now in course of working, and where the borings are continued, even though there was no reason whatever to believe that there was any accumulation of water in their vicinity." We said in the article denounced by this gentleman "Mr. Brough boldly stated that he knew collieries in which the practice of boring in advance of all the headings was invariably pursued." We contend that Mr. Brough's reported evidence was fairly and impartially represented by us; if the report was untrue, and it appeared in another local paper as well as in that we have quoted, how is it that Mr. Brough allowed it to pass unheeded, and to do so much harm for so long a time? Mr. Brough now says, "no such statement was made," but Mr. Richard W. Perkins, who was present, as positively asserts that Mr. Brough did say so; whilst Mr. Bateman, C.E., who was also present, says "Mr. Brough's evidence was most guarded; but coming as it did immediately after Mr. Evans's statements, it left the impression that it was intended to prove that (and if it did not prove that it proved nothing) the 15th rule actually required bore-holes to be kept in advance in all cases" (see the *Mining Journal* of Nov. 30); and yet Mr. Brough says that such an idea never found place in his mind! In addition to all this, we have the letter of "Coal" (which we may take the opportunity of stating did not emanate from Mr. Evans), and which throughout its whole tenor is a direct refutation of Mr. Brough's letter.

From what Mr. Bateman says it appears that Mr. Brough was not present during the latter part of the proceedings, and is not, therefore, personally responsible for what then took place. But seeing that he was not cognisant of what occurred in his absence, we think he ought to have made himself acquainted with the facts before he ventured to denounce the statements of others as false. At all events, the evidence we have adduced will prove to our readers that we had substantial grounds for our remarks, and that the attempt which has been made to refute our statements has signally failed; whilst we have the satisfaction of knowing our efforts have tended most materially to allay, if not altogether to extinguish, the anxiety and alarm occasioned by the decision upon which we have commented.

VENTILATION OF MINES.—In the inaugural address of the present session of the Institution of Engineers in Scotland, Mr. W. Johnstone, the President, remarked that the mechanical appliances employed underground are daily increasing, and the engineer who could contrive and arrange a locomotive to suit the peculiarities of underground haulage would receive, and well deserve, the lasting gratitude of the coalowners of this country. Though he was not aware that any coal-hewing machinery hitherto introduced had been found practically useful, the ingenious contrivances successfully applied in reducing manual labour would induce the general observer to anticipate that even in coal-hewing the time may not be far distant when some mechanical arrangement will be introduced to aid and economise the labour. Situated in the centre of a rich and extensive mineral field, enjoying the advantages of cheap coal and iron, we cannot forget that those who produce so much of this country's wealth are subject to many painful casualties, and it is clearly the province of the Institution of Engineers in Scotland to foster and encourage every appliance having for its object the safety and improvement of this useful and invaluable class of men. Amongst the papers read at the meeting was a highly interesting one "On the Ventilation of Mines," by Mr. George Simpson, in continuation of his paper read in January last. Mr. Simpson repeats the suggestion to provide a check upon the fireman, so that it would be impossible for him to neglect with impunity his duty of examining the whole of the working faces, &c., before the men descend, and thus render them liable to accident immediately upon entering their places. He gives no preference to the collection of tickets from, or the lighting of lamps in, each place, believing either method would afford ample protection. From a glance at the present system of ventilation now in general practice in coal and ironstone mines in Scotland, it is quite obvious that, with the ex-

ception of the means used to produce artificial currents, there is little or no evident mark of progress during the last 200 years. One of the reasons that so much coal is being daily lost to the country by the continuation of the old method of stoop and room working, in place of the long wall system, spring: from the prejudice of the miners themselves. As an improvement upon the stoop and room working, as generally practised, Mr. Simpson proposes an arrangement by which the shaft (only one is used) is rendered more effective. The shaft comes down between two semi-circular galleries, and is divided into four rectangular compartments, the two inner ones serving for winding, and the outer ones for upcast and downcast pits, respectively. The furnace in the upcast is placed considerably higher than the bottom of the downcast, and the semi-circular gallery admits of the trucks being brought to the shaft by one route and taken away by another, thus avoiding all confusion. An animated discussion followed the reading of the paper, Mr. Alexander, the Government Inspector for the district, Mr. W. M. Neilson, Mr. Angus, Mr. Ronald Johnstone, Mr. Simpson, and the President, taking part. Thanks were voted to Mr. Simpson, and he was requested to bring the matter again before the Institution, by continuing his papers.

NATIONAL ASSOCIATION FOR THE RELIEF OF BRITISH MINERS.

This is the title given to a new association, established under the presidency of Sir Fitzroy Kelly, for ameliorating the condition of the miners of the United Kingdom. The committee of the association embraces the names of several peers, members of Parliament, and other influential individuals. The objects of the association are to reward the discovery and recommend the adoption of improved plans of ventilating mines, thereby lessening the risk to which men engaged in underground operations are now, unfortunately, too frequently subjected. Annual prizes are also to be given to managers or underground viewers, as they are technically termed, who have exhibited the greatest care in providing for the health and safety of the men under their charge. It is further proposed, in all cases of accident, to afford immediate pecuniary relief to the persons and families who suffer from colliery or mining accidents. This is proposed to be effected from the general funds of the association, which appeals to the benevolent feelings of all classes of the British public for sympathy and practical aid. But whilst the operations of the association would be thus far eleemosynary, it does not neglect to appeal to the higher feelings of human action. Whilst ready to extend prompt relief to the suffering and distressed who have been overtaken by those dreadful calamities which so repeatedly occur in collieries and mines, it seeks to inculcate the necessity of prudence, forethought, and self-reliance on the whole class of working colliers. The condition of the miner in illness, or when suffering from accident, has but too often been synonymous with misery and want; yet it is estimated that a subscription of 1*d.* per week, paid by the mining population of England alone, would realise the magnificent sum of 60,000*l.* per annum, a sum fully adequate to provide for every case of illness and accident arising in mining operations; to provide for the aged and infirm, and to supply the means of support and proper education to the orphans whom colliery explosions and other fatalities have left fatherless, and often homeless. The agencies by which results so important may be achieved are now placed at the disposal of the mining operatives of this country. The third object of the association is the establishment of schools where none now exist, and affording aid to those in existence. It is impossible to over estimate the importance of affording additional means of education in the mining districts of this kingdom. The want of educational means must be supplied if we are ever to reduce to a minimum those fearful sacrifices of human life which now take place with such fatal rapidity, or hope to elevate socially and morally the large population that find employment in mining operations in this country. An association with objects such as these which we have indicated has strong and paramount claims on the sympathy and support alike of the mine owner, the lessee, the parties who derive profit directly from the produce of our collieries and mines, and the general public, and is entitled to the benevolent consideration of all.

WELSH STEAM-COAL.—It is an established fact that the Admiralty, French Marine, and the Peninsular and Oriental, Royal Mail, and other leading steam-ship companies, prefer the coal raised in the valley of Aberdare, Glamorganshire, as the best for producing and keeping steam of any fuel whatever. As a very natural result, the demand for Powell's, Nixon's, Carr's, or other personally-denominated produce from that celebrated district, has so much exceeded the supply as to render desirable the working of as many more collieries as possible on the particular seam once better known as Merthyr coal; and we are happy to see that a new undertaking, the Amman (Aberdare) Colliery Company (limited) has been started in aid of an object that has, at this particular juncture, become more than ordinarily necessary. If ships have been so long detained for loading in time of peace, how much more competitive for cargoes will consumers become when the unusual requirements of war have been added to the demand? The company mentioned has works in hand from which about 300 tons of this excellent steam-fuel is already shipped daily; and which will be increased daily with enlarged capital. In the members of the board of directors we observe excellent co-operators for carrying out the objects of the company; and a perusal of the prospectus (which will be found in another column) will satisfy our readers that this establishment is peculiarly worthy of participation by investors and of support, upon every imaginable ground, by the public.

THE COTTON SUPPLY.—The advantage which must accrue from an ample supply of cotton being obtainable from several countries instead of from a single district, as has hitherto been the case, can scarcely be overestimated, and every effort to make our colonies cotton producing should receive the utmost encouragement. An influential company—the Natal Cotton Company—has just been formed, upon the limited liability principle, with a capital of 50,000*l.* (with power to increase to 150,000*l.*, should it be thought advisable to do so), in shares of 5*l.* each, for acquiring lands and cultivating cotton in the colony of Natal. The capabilities of the colony to yield cotton may be judged of from the circumstance that it is found that the yield of cotton per acre per annum in America is about 400 lbs. weight, and it is necessary to plant afresh every year; whilst in Natal the plant will yield from 400 lbs. to 700 lbs. per acre, and will bear crops for five, ten, or fifteen years in succession, thus saving the cost of annual planting. A planter of Natal lately cleared a profit of 50 per cent. on cotton, and with the additional expense of annual planting, which is now found to be quite unnecessary. The Natal Company has entered into a conditional contract for the purchase of estates, about 26,000 acres in extent, for 29,945*l.*, which are in every respect admirably adapted for the growth of cotton. Abundant native labour can be obtained at a trifling cost, railways have already been introduced, and there is every prospect, judging from the rapid progress of the past few years, of the colony speedily acquiring a position which will make it unsurpassed for the growth of all kinds of cotton and tropical products.

COPPER MINING IN ANGLESEY.—For some time past the Parys Mountain has occupied an enviable position amongst the copper-producing mines of Great Britain, and the island of Anglesey has been rendered as interesting to the industrial population of the present day as it was in former times celebrated as the chief seat of learning in these islands—the home of the Druids. The large returns of mineral from both Parys and Mona Mines have inspired the proprietor of a valuable mineral tract in the same locality with confidence, and induced him to grant a lease for a long term, and at a low royalty, to facilitate the complete development of the resources of the property. To work this sett, the Ashcroft Anglesey Copper Mining Company has been formed, the nominal capital being fixed at 12,500*l.*, in 1*l.* shares, and the liability of the shareholders being limited by registration under the Joint-Stock Companies Acts of 1856 and following years. Samples of the ore have been assayed by Messrs. Johnson and Johnson, of Basinghall-street, and found to contain from 7 to 10 per cent. of copper at the present depth—an important consideration, when it is remembered that the large returns from the Parys Mines have been obtained from ore of far lower produce. A letter has been received from Sir Richard Griffith, Bart., of the Board of Public Works, Dublin, expressing a favourable opinion of the property, and he has permitted this letter to be appended to the prospectus. The sett has also been inspected and reported upon by Messrs. Jehu Hitchins, J. H. Clement, and Alfred Jenkin, all of whom concur in anticipating large profits for the shareholders. The directors fully believe that the adventure can be made lastingly profitable, with an outlay of not more than 5000*l.*; but to provide for all possible contingencies a more than ample capital has been fixed upon. The situation of the mine is described as all that can be desired, and is only two miles from the Holyhead Railway station, and 10 yards from the sea at

high water. The board of direction is composed of influential gentlemen, including the agent of the lord (the Hon. W. O. Stanley, M.P.), and there is everything to warrant the assumption that the management will be in strict conformity with prudence and integrity. Since the prospectus was issued the shaft has sunk another 2 fms., producing ore nearly 2 per cent. richer than that last assayed. Dec. 31 will be the last day for receiving applications for shares.

THE ST. JUST UNITED MINES.—We understand it to be the intention of the directors of this company to close the list for applications in a few days; that the works at the mine will be commenced without delay, and pushed on with the greatest vigour, and that the shareholders may fairly expect to receive a dividend within 12 months from the day the engine goes to work. Captain Carthew, who has reported on these mines, is sanguine as to this result, and of its proving one of the richest mines in the district; he has offered to give up all his other appointments for the management of this mine, and he asserts that he will engage to raise 10 tons of tin per month from one point; and as soon as the water is in fork, that he will be in a position to employ 300 men breaking tinstuff in the various levels. Such a statement, coming from a man who has lived nearly all his life in the neighbourhood of St. Just, and who is considered one of the best tin miners in the district, cannot fail to give confidence to the shareholders, and a strong opinion as to the remunerative character of the undertaking. It is satisfactory to find that the management has been placed in such thoroughly competent hands as those of Mr. Thomas Cooper Smith, whose long practical experience may be taken as a guarantee for the exercise of that careful supervision which should ensure the success of the enterprise.

THE GOLD MINES OF BRAZIL.—The richness of the Minas Gerais district has been proved by the enormous profit which has been realised by the proprietors of the fully developed mines; and that these riches are almost unlimited is shown by the similarity of the indications in those mines which are still in a progressive state. Upon the formation of the company (the Santa Barbara Gold Mining Company) for working the well-known and justly-celebrated Pari Gold Mine the excellent prospects before the adventurers were referred to, and our remarks are fully confirmed by the information since received from Brazil. The purchase of the Pari Mine and estate had been completed on Nov. 6, upon which day Mr. Tregellas writes that he had had the necessary documents drawn in full legal form, and that they had been signed by Senor de Miranda and his wife, in the presence of proper witnesses. He had carefully examined the property, which comprises an area of four square miles, contains plenty of useful timber, and offers every facility for carrying on extensive mining operations. From the applications he has already received from Brazilian labourers, carters, &c., for employment, there will evidently be no difficulty whatever in getting sufficient hands for any work they may require. Mr. Thomas Bawden, the owner of the Morro de Santa Ana Mine, who is well known as a practical miner, and has had 30 years' experience in Brazil, also examined the property, and is not only charmed with its appearance, but expresses the opinion that Senor de Miranda must have expended a sum nearly equal to the purchase-money in bringing it into its present position. Mr. Richard Francis, a gentleman just returned from Brazil, and who is well acquainted with the mines of the Minas Gerais district, states that the Pari Mine only requires some capital, with efficient and economical management, to make it equal to any in Brazil. All necessary iron and castings may be obtained on the spot, and at short notice. Such an opinion from a gentleman who has spent 20 years in the mining district, who knew the St. John del Rey in its infancy, and before it became the property of the present company, who knew Gongo Soco (now a deserted village) in its palmy days, and who is well acquainted with the Marabás, Cuiba, Capas, Emily, Bruenter, and Cocoes properties, must be highly satisfactory to the shareholders. From these remarks it will be seen that ample capital and efficient management are the only requisites to ensure success, and both of these the directors of the Santa Barbara Company have been very careful to secure.

THE ATLAS COAL COMPANY has given notice that no application for shares will be received after Dec. 21, and that on the Monday following the directors will proceed to allot the shares. The direction has been strengthened by the addition of Mr. J. Schofield, Providence Mill, Lees, near Manchester, and we understand that the greater portion of the shares has been applied for. It will be recollected that the nominal capital was fixed at 10,000l. in shares of 5l., and no doubt is entertained of between 40 and 50 per cent. per annum being realised as profit. The property has been obtained upon very favourable terms, and the royalty is only 1d. per ton upon coal raised from the portion of the property held from the Crown, and 1½d. per ton upon that from other parts. The statutory regulations (Table B) of the Joint-Stock Companies Acts have been strictly adhered to.

CLARA SILVER-LEAD MINING COMPANY (LIMITED).—A very unusual, but energetic, step was taken on Monday by a petition to the Court of Bankruptcy for a winding-up order, arising from the following circumstances:—The company was incorporated in 1857, in 2000 shares of 4l. each, to work this sett, which is situated on the main road from Llanidloes to Aberystwyth, about 11 miles this side of the latter-named place, and close to Cefn Cwm Brwyno. It had a very chequered existence for upwards of four years, during which time it was subject to many annoyances from the sharp practice of a local executive of the law—unfortunately a very prevalent element in Cardiganshire—which at length led to proceedings still pending in ejectment and in Chancery. We need not add for the information of our readers that such a state of things not only necessarily retarded the mining operations, but exhausted the resources of the company; nor will they be surprised when we state that the commencement of the present year found them defendants to a suit in Chancery, but with a very small balance at their bankers, and only 2s. 6d. per share, of the 4l., remaining to be called up. However, these surface expostions and freaks could not control Nature's deposit below, and happily about March the mine began to show evidences of the possession of a first-rate lode; but, as the working operations were slow, for the reasons before given, it was not until the end of May that the full measure of its value became apparent; the company was then without funds to do even partial justice in its development. Hence the experience of others was sought as to the best mode of increasing its working capital. Looking at all the phases of things—that is, both legal and commercial, and the bitter enmity existing between the litigants, the wholesome advice given upon this appeal was—"Wind-up your company, rid yourselves altogether of its antecedents, and join a new one." Following this out, it will be remembered that in July last a general meeting was held, to consider the "voluntary winding-up," when resolutions were specially passed so to act, and liquidators were appointed to carry it out, these special resolutions being confirmed at a subsequent meeting in August. Upon this the liquidators, acting under the instructions of the general meeting, and by virtue of their appointment, proceeded, without delay, to wind-up its affairs. The plant and machinery were sold to a new company, previously formed and registered, who, in the meanwhile, had purchased the lease of, and powerful machinery upon, the adjoining property—Pont-y-rhyd—where the company had given the full valued price for the Old Clara materials, besides admitting with advantages such of its shareholders as might elect to become connected with the new. Notwithstanding this fact, the consequent avoidance of a sale by auction at the usually ruinous prices, and the preparation for the speedy distribution of its assets, the litigation still went on, and one fine morning the old company's secretary, Mr. W. Thomson, was served, without notice, with seven writs, by the agent of a local solicitor, at the suit of creditors, amounting in the aggregate to the miserable sum of about 80l., these seven writs being endorsed with 28l. costs. The liquidators (Messrs. Balcombe and Rowlands) deeming it their duty to protect the general body of creditors, wisely allowed judgment by default, and, in order to prevent the assets being wasted by these scandalous proceedings, they promptly presented the petition to the Court of Bankruptcy, to which we have referred. The assets, more than sufficient to pay at once 5s. 11d., will now be saved for the creditors, instead of being frittered by the contest which otherwise must have followed this unwarrantable attempt to secure an advantage by certain over-reaching creditors, to the detriment of all the rest; and further the result will be that these ill-advisers, or their clients, will very properly get mulct in the amount of their costs.

The action by the GREAT BARRIER LAND, HARBOUR, AND MINING COMPANY v. WILLIS, GANN, AND CO., which occupied the Court of Queen's Bench the whole of Tuesday, resulted in a verdict for the full amount claimed—987.9s. 6d. The jury also awarded interest from February last; but, as a point of law might arise on this, the plaintiffs waived it. It appears that the company had resolved to send out sawing machinery to New Zealand, to be erected at their valuable Kaori forests there, and in January last Messrs. Willis, Gann, and Co. entered into an agreement to take out two large steam-engine boilers, an iron chimney in four pieces (if they could go inside the boilers), and 500 fire-bricks, and deliver them at the company's harbour—Port Fitzroy, for the sum of 3000l. In the agreement the boilers were described as 25 ft. long, and 5 ft. 9 in. by 8 ft. 6 in. in diameter, and in weight 8 to 10 tons each. The only stipulation in the agreement (which was dated January 29, 1861) was "should the weight prove to exceed 10 tons, and the fact be intimated to Willis, Gann, and Co. in course of to-morrow, they are to have the option of cancelling this agreement." The company accordingly telegraphed to the manufacturers in Cornwall, who replied that the weights of the boilers would not exceed 8½ tons each, and they turned out eventually only a little above 7 tons each; but the dimensions exceeded those stated in the agreement by 6 in. in length and 1 in. in diameter. The defendants shipped the boilers, &c., without giving any notice to the plaintiffs, and did not put the claims inside, though it was proved that it could easily be done. They then sent in bills of lading, with several important conditions, contrary to the agreement, and a freight amount for 3987.9s. 6d., refusing to give up the bills of lading until this sum was paid, though, by the agreement, they were not entitled to be paid anything until 10 days after the ship sailed. The plaintiffs refused to pay more than 3000l., and, on the defendants still declining to give up any of the extra claim, the plaintiffs offered to refer it to any respectable shipbroker in London, but this the defendants also declined. In order to get the bills of lading the plaintiffs paid the 3987.9s. 6d. under protest, and then brought their action for the 987.9s. 6d. The jury gave a verdict for this amount and interest, but as there were some technical doubts as to whether interest could be recovered the plaintiffs waived it. It was also stated that a number of the jury considered that the defendants ought not to have allowed this action to be brought, after the plaintiffs had offered to refer the question in dispute. The jury

said that as the defendants would have been entitled to the full 3000l. had the dimensions been less, they could not ask more as they were a little in excess, and they considered it was a "lump" bargain.

REPORT FROM NORTHUMBERLAND AND DURHAM.

DEC. 12.—The Coal Trade continues very dull generally, this is especially the case in the steam coal district in Northumberland, where the works are only carried on six or seven days per fortnight. The Hartley Pit has been flooded with water lately, but has been again re-opened. The sinking at the Bedlington new pit progresses very slowly, owing to the quantity of water met with; this is issuing from a kind of quicksand. At the Newsham new pit a few coals are drawn daily, and it is expected to be ready for active operations early in the spring. The Bebside Colliery is one of the most extensive in the district, and 36 keels of screened coals are sent away daily, no less than 550 coal hewers being employed. Some new "winnings" are projected in this district when the trade again revives. Some movement will, no doubt, be made about them during the ensuing year. The collieries on the Wear are doing better than those in Northumberland, the gas and house coal collieries being pretty well employed. The operations underneath Lambton Castle are still in progress for the purpose of securing the foundation of this structure, and in the course of them some curious phenomena have taken place. A bore-hole was put down from the Maudlin seam to the Hutton seam; when it holed a great quantity of gas came off, the men had to leave the rods in the hole, and the gas soon filled the lamps at the surface. After standing three weeks, the men went down to get the rods out of the hole. After they got them out the gas came away again, and men are now watching to prevent any one going to or near the pit's mouth with a light, as the gas would ignite at once near the surface.

On Monday week the ceremony of inaugurating the monument to the late Marquis of Londonderry was performed in the Market-place, Durham, before a large crowd of spectators. It is an exquisite statue, and in its general appearance produces an imposing effect. The late Marquis was a man of especial consequence in the county of Durham, as he was the owner of extensive collieries, and took an active part in their management. For many years previous to the death of the Marquis the Marchioness took a great interest in those collieries also, and especially in the education of the children belonging to the many workmen employed. This she continues to do, as is well known, being a pattern in this respect to other coalowners. The event caused great interest in the neighbourhood, and the whole of the collieries of the Marchioness were laid idle on the occasion.

A man was killed in the Dean Moor End Coal Pit, Dissington, last week. A portion of the roof fell upon him when he was working, and he died four hours afterwards. His name was W. Stainton, and he was 43 years of age. There was a sad accident at the Felling Colliery, on Monday. Two men had been down the upcast shaft at the tubbing, and on again coming to bank one of them stepped off the cradle, when it is supposed the cradle jerked up, and the other man, of the name of Dixon, fell to the bottom and was killed.

A general meeting of the members of the Northern Institute of Mining Engineers will be held at Newcastle on Thursday, when the President will read a paper "On the Connection of the Upper and Lower Coal-beds of Northumberland;" and Mr. Reid's paper, "On the Relative Ages of Coal Formations, and Comparative Discussions on their Co-formation in Great Britain and elsewhere," will be open for discussion.

REPORT FROM NORTH AND SOUTH STAFFORDSHIRE.

DEC. 12.—The Iron Trade keeps quiet, but without any decided change. So long as the present uncertainty with regard to the issue of the dispute with the Federal States lasts it must exercise a depressing influence, but the decision either for peace or war will probably lead to an improvement. Shipbuilding yields a very considerable portion of the orders for iron, and the tendency to construct plated naval vessels is necessarily augmenting that portion of the demand. As yet none of these monster plates have been produced in South Staffordshire, the immense expense of the necessary machinery deterring ironmasters at present from engaging in this department of production, which promises to become a very important one. For pig-iron there is as yet nothing doing. The time is approaching when makers of finished iron must replenish their stocks, meanwhile the producers of pigs are asking higher prices. Should war result from the present complications, a renewed impulse will probably be given to the demand for the production of shot and shell, &c., but whether this will exceed the diminution which the loss of our trade with the Federal States will occasion, and the adverse influence of exposure to privations, is open to question. The probabilities, however, seem in favour of anticipating that the injury which our commerce would suffer would be greatly less than it was in the last American war, when steam was unknown, especially as it seems pretty certain that all neutral ports in Europe would be closed against the admission of privateers and their prizes. The iron trade in North Staffordshire continues quiet, but not more so than it is in the south of the county.

The Pottery Trade is, however, extremely depressed, and great suffering is felt in consequence.

The Ektingshall Ironworks, near Bilston, and the mines connected with the estate, have been purchased from the trustees of Mr. Wm. Banks, to whom they, and all the property, were assigned for the benefit of the creditors by Messrs. Shale and Fowler. It is understood that the purchasers intend taking down the mills and forges, and only making pig-iron; and that they will pump the water out of the flooded measures, and raise the coal. It is thought that they will at first only put one of the two blast-furnaces into operation.

The failure of Messrs. Leonard Bower, railway bolt, screw, and rivet manufacturer, of Oozells-street, Birmingham, was announced yesterday. It is stated that the liabilities do not exceed 20,000l. Several of the manufacturers of iron in South Staffordshire, as might have been imagined, creditors of Mr. Bower. It is stated on his behalf that the refusal of his bankers to give their accustomed assistance, and other untoward circumstances, have occasioned the stoppage. The rumours are that he had received railway debentures largely in payment for the articles he supplied, and that his bankers have recently declined to advance on these securities to the extent they had previously done.

Mr. Joseph Beale, who, it is said, has been in the banking house of Messrs. Gosling and Sharpe, of Fleet-street, London, has been appointed manager of the new joint-stock bank in Birmingham. It is anticipated that in a few days the time of opening the bank will be announced.

REPORT FROM YORKSHIRE, DERBYSHIRE, AND LANCASHIRE.

DEC. 12.—Notwithstanding the extreme probability of a rupture with North America, the Iron Trade continues to manifest a slight improvement, as is evident from the orders which are in the hands of the first-class makers. We admit the manufacturers of secondary brands of iron find a difficulty in meeting with a ready market, and they have to submit to lower terms to effect sales; but taking a general view of the trade, and considering the critical state of parties, it is in a satisfactory condition. The demand for rails and railway ironwork is exceedingly good. Messrs. Brown and Co., of the Atlas Iron and Steel Works, Sheffield, have received a large order from the Admiralty for armour plates, and this firm bids fair to do an immense trade in this department of iron. We should also mention, for the honour of Derbyshire, that the whole of the iron supplied for the manufacture of these plates is from the firm of Messrs. W. Fowler and Co., of the Sheepbridge Ironworks, near Chesterfield. We shall next week be in a position to supply an exact copy of the diagram of the experimental trials which took place recently at Portsmouth to test the extraordinary power of resistance of these plates. The demand for pig-iron continues steady, and the rates are tolerably firm.

The Coal Trade is very active, considering the depressed position of manufacturing trades. At some collieries the men have not been so fully employed as on the average. At Staveley a portion of the colliers have been working short time, on account of the superabundance of stock on hand. At Worksoop, too, the men have been put on short time, but these are rather exceptional cases. We understand that last week a large contract for the supply of several thousand tons of coal weekly was received at Staveley, which is expected to make the extensive works there exceedingly brisk.

A sad accident occurred at the Cotmanway Pit, on Monday, the property of Messrs. Barber and Co. One of the workmen incautiously put his light near an escape of gas, which caused an explosion, and five men were severely burnt. We are glad, however, to state that none of the cases are likely to have a fatal termination. An accident occurred at Heaton, on Monday night, to a man named George Severn, by the fall of a quantity of bind, which crushed his head dreadfully, at once depriving him of the power of speech and hearing, as well as the sight of one eye.

The extension of the Midland Railway from Rowsley to Bakewell is nearly completed, as are also all the works on the other part of the line. It may likewise be added that the Midland Company intend to declare a dividend, at the rate of 7 per cent., at the forthcoming half-yearly meeting. This happy result is mainly owing to the increased development of the mineral traffic on their line. It is a remarkable dividend, considering the unusually depressed condition of the manufacturing trades of the country.

There is nothing particularly noteworthy to record regarding the position and prospects of lead mining in Derbyshire. We understand the dispute between the contractor for sinking and the North Derbyshire Company has been settled, and that the company have taken the work of sinking the shaft into their own hands. The Mill Town Mining Company, at Ashover, are through the stone, and are driving a level; and the Mill Dam Company are getting an increased quantity of ore. The Prince of Wales Mine, too, from its promise of yielding a good quantity of ore, from which both gold and silver are to be extracted, is held in high estimation by our local mining adventurers, and the

shares are becoming exceedingly valuable and difficult to purchase, none being in offer in the share market.

REPORT FROM MONMOUTH AND SOUTH WALES.

DEC. 12.—The uncertainties respecting the American difficulty and its ultimate issue operate prejudicially on the trade of this district. For two or three days business goes on steadily, and then a sudden cessation for the next two or three days takes place. This state of things is exceedingly injurious to both masters and workmen, as it destroys all confidence in future prospects. The Coal Trade stands about the same, there being a good demand, but the market is overstocked. So many of the iron-works being only partially employed throws an additional quantity of coal on the market, and increased competition follows. There is a steady demand for coal at Cardiff, Newport, and Swansea; prices are lower, which is principally caused by some coalowners selling at ruinous rates. The Iron Trade remains about the same; there are slight indications of improvement, and several additional furnaces have been blown in, or are about being blown in. This shows the ironmasters have increased confidence in the future, and it is to be hoped their confidence is not misplaced.

Several fatal accidents have occurred during the week. On Tuesday an inquest was held at the Ystalyfera Inn, touching the death of Richard South, a miner. The deceased was engaged in his usual avocation, when a large fall came down upon him, and he was completely buried in the debris. Every exertion was made to clear the fall, but the deceased died before he could be extricated. The jury returned a verdict of "Accidental Death."—On Friday two workmen were knocked down by an engine on the Dare branch of the Vale of Neath Railway. Strong wind prevailed at the time, which prevented the two men from hearing the approach of the engine. Both were dreadfully mutilated, and one of the poor fellows, named Thomas Morgan, has since died from the injuries he received; the other is lying in a very precarious state.

At the Merthyr Police Court, on Saturday, Wm. Edwards, a man made to the previous Monday, was charged with having stolen a quantity of coal, the property of the Dowlais Company. The novel defence of right to the coal, set up by Mr. Simons, the prisoner's advocate, was fully reported in the Mining Journal of last week. Mr. Smith attended on behalf of the Dowlais Company, on Saturday, and said he should withdraw the charge, and the defendant would be served with a writ of trespass, as the company were determined to settle the question. Mr. Simons said the most respectable farmers could prove that they had used the pit's refuse for the last 30 years. The prisoner was then discharged.

A case touching the liability of agents was heard at the last Swansea County Court. Capt. Barratt, master of the steamer *Hydra*, summoned George Ace, agent of the Ystalyfera Company, at Swansea, for non-payment of 112. 10s. 8d. wages alleged to be due. The captain said he had been engaged with the defendant as master of the steamer. He saw no other person. The steamer traded between the Ystalyfera Iron Company's wharf at Swansea and that at Liverpool. Mr. Ace, on being examined, said he only acted as agent of the Ystalyfera Company in engaging the plaintiff. He believed Mr. Budd was the managing director. Judge Falconer held that the defendant was not liable, as he merely acted as agent. Plaintiff was, therefore, nonsuited.

An important meeting of the Swansea Harbour Trust was held on Monday. Considerable discussion took place in reference to the proposed deepening of the channel and river entrance, and it was determined to refer the question to a committee. The following resolution was also passed, "That an application be made to Parliament in the next Session for an Act to enable the trustees to lease or sell the Swansea Harbour Railway and wharves to the Vale of Neath and the Swansea and Neath Railway Companies, or either of them, and for power to raise the further sum of 25,000l. for the several purposes of the Swansea Harbour Trust."

We shall give a full report of the proceedings at the South Wales Institute meeting, at Merthyr, in next week's Journal.

The following vessels have entered the port of Swansea during the week:—Coblero, from Cuba, with 715 tons of copper ore, for the Cobro Company; Flying Spray, from Comblu, with 508 tons of copper ore, and 12 tons of sulphate of copper, for the Cobro Company; H. Bath and Son; Henry Banking, from Comblu, with 504 tons of sulphate of copper, for Henry Bath and Son; Conqueror, from Comblu, with 398 tons of copper ore, 22 tons of copper in pigs, and 100 tons of copper in bars, for order.

THE NEATH SHIPPING TRADE, for the month of November, 1861, was as follows:—Number of vessels, 101, of 6290 tons register.—Imports: 487 tons of iron ore, 2227 tons of copper ore, 440 tons of pig-iron, 420 tons of sulphate of copper, 154 tons of flour, 3887 quarters of oats, 1135 quarters of barley, 100 quarters of malt, 670 quarters of apples, 70 tons of potatoes, and sundry goods.—Exports: 8677 tons of coal and culm, 1064 tons of iron, 189 tons of copper, 140 tons of tin-plates. The above return does not include vessels and shipments in the dock.

TRUTH'S ECHOES; OR SAYINGS AND DOINGS IN MINING.

The Mining Share Market has not been so active this week as for the past month, notwithstanding that there appears to have been a fair amount of business transacted. The chief transactions have shown themselves in WHEAL SETONS, which have maintained a gradual rise, and a large number of shares have been dealt in. EAST CARBON has also shared, with some slight fluctuations, but left off firm. WEST BASSET, WHEAL BASSET, and NORTH BASSET have been in good request, the former from a reported improvement in the mine. STRAY PARKS have shown a slight tendency to advance. TINCROFT has been in demand; also NORTH ROSKELLS. GRAMBLER and ST. ARDYN shares are sought for at improved prices, in consequence of an improvement in the mine. ST. DAV UNITED and NORTH DOWNS have changed hands at former prices. NEW TRELEGH has been offered at much lower rates, and buyers are shy. WHEAL GRITLIS continue to maintain the late rise, and many transactions have been effected at fair market prices. ROSEWALL HILL and RANSOM UNITED shares have had a good rise, but have been offered at lower rates since. WHEAL MARGARET and PROVIDENCE shares have been dealt in, at minimum rates.—Shares in the eastern mining district have been in good request, and continue to maintain considerable favouritism. SOUTH CARBONS have been and continue in demand, at market quotations. WEST CARBONS have fluctuated, and, although they had a good rise, show a declining tendency. EAST CARBONS have been in active demand, and a large number negotiated with a very slight change in price, whilst a great many have been done for cash. MARKE VALLEYS have been much sought for at the higher rates. MARKE AYS, TRELAUW, and HENSDROFT shares have been in fair request. LUDCOTTS maintain the late rise, and are sought after at minimum prices. EDWARDS are firm at present quotations, a rise having taken place in consequence of the improved prospects. ARTHURS are firm at present prices, and likely to advance. HINGSTON DOWNS are a little better, and in fair enquiry. EAST DOWNS find buyers at present market prices. EAST WHEAL ROSSILLS are less firm, and show a tendency to recede. SOUTHBIDGE CONSOLS and NORTH ROBERT shares are enquired for, at minimum rates. LADY BERTHAS have been done at lower rates. GREAT WHEAL MARTHA and DEVON UNION shares have changed hands at lower quotations.

EAST CARADON: On Saturday the counter lode has very much improved. The 50 east was worth 110l. per fathom, and since valued at upwards of 120l.; the 60 east amount of 50l. per fathom. The rise west as before reported, and Fawcett's lode, in the 60 east, was worth full 12l. per fathom.—MARKE VALLEY is without alteration, and several productive places returning the usual quantities.

WEST CARADON: Mine continues to produce a fair quantity of ore, and the next two-monthly sale is estimated at 500 tons, notwithstanding there has been a falling off in the 35, on the Menadue lode, as well as in the 80, on the new lode. The 116 and the 135 are reported to be looking well. WHEAL TRELAUW is reported to be looking more promising, several important points becoming more productive. They have made a communication with the north mine by boring Chippendale's lode, the 160, which not only affords good ventilation, but has thrown open a large amount of good tribute ground. They sold on Saturday last 73 tons of silver-lead ore, realising nearly 1877l.

CEDDRA MINE: is stated to have improved in the 180, at Ticker's shaft, where they have a good tinny lode, and is supposed to be a continuation of the tin ground in the 60; and as but little has yet been seen of it, there is reason to hope that the discovery is only the commencement of a long run of tin ground to the east.

BEDFORD UNITED: is reported to be looking better in several important points; indeed, there is a very general improvement noticed.

At LADY BERTHA no particular change has to be noticed: the lode in the 83 west, or bottom level, continues large, and letting down much water. They have a large lode in the back of the 40, yielding 7 tons per fm. of average quality ore. In the other productive places the lode is coarse work.

WHEAL HARRIETT: has improved in the 115 east; this appears to be a very important point. In the 100 they had a valuable and continuous course of ore, which lengthens very considerably in going down, but could not be followed in consequence of the influx of water. The 115 east is now coming into a good course of ore, but as little has been seen of the lode it might be premature to speak decidedly until it has been still more developed.—At WHEAL SETON, the lode in the 140 east, on the north canner, will yield 8 tons per fathom, the western end 5 tons in the 140 east, on the south canner, will turn out 3 tons, and the western end 5 tons per fathom. There are several other points equally productive, and bid fair to continue so, but as the above are the chief places of recent improvement which has caused the demand for the shares, my correspondent mainly refers to the north and south canner. There is a slight improvement in the 110 west. At the meeting on Monday, Dec. 9, they resumed paying dividends, after a suspension of two years; 30s. per share was declared, carrying a credit balance of 887l. in next account. A very good improvement is reported in the bottom of the shaft, sinking below the 140 fm. level.

At EAST CARBON BASS they have cut the lode east of the cross-course in the 26, and it is represented to be a productive lode.—At GRAMBLER and ST. ARDYN the lode recently intersected in the 40 cross-cut continues to look very promising, but has not as yet proved productive for copper.—At SOUTH CARADON the engine-shaft is down 5 fms. below the 40, where the lode continues large and promising. The ends which are being opened are of the same promising character as before noticed.

At MOUNT PLEASANT LEAD MINE meeting, the accounts for five months ending Nov. showed a profit of 2106l. 9s. 6d. for that period. Since the last meeting four monthly dividends have been paid, leaving a credit balance of 8197. 15s. 11d. from which a dividend of 25s. per share was declared, leaving a balance of 191. 15s. 11d., with 510l. the amount of 40 tons of lead sold. The mine is reported to be looking exceedingly well.

From Mr. EDWARD COOKE:—The market has been steady in character during the week, and the tendency is towards improved prices. A settlement of the American question would give an immense stimulus to the metal market, as the stocks, although the orders on American account have been of a limited kind for a long time, are very low just now. British mines have been less subject to fluctuations than railways and other securities usually dealt in on the Stock Exchange; this arises from the small amount of stock represented by British mines when compared to the late crisis. There has been scarcely any decline in the price of good mining stock during the past few weeks, nearly 1000 shares, representing about 10,000l., have changed hands, besides a large amount of business having been done in other mines, including East Caradon, Wheal Moyle, Wheal Grylls, South Caradon, Devon Great Consols, West Caradon, Wheal Seton, Tincroft, Bryn Gwilog, and many others. British mining is a growing interest, and it will continue to progress notwithstanding all the prejudice that exists in the mind of a large part of the public against it. If a proper selection be made I have no doubt that mines would pay well, and contrast favourably with many of the other investments that are more in favour with the general public. When I use the word mines I mean what are termed mines and mining property brought out to the market, such as the 20,000l., 30,000l., and sometimes 60,000l., but those on the legitimate Cost-book System, such as South Caradon and all the best mines in Cornwall have been conducted on. In these mines there has been no preliminary expense, amounting to thousands of pounds, required but for the development of their resources. Nor was it necessary to have a list of directors, &c., for their management to bring them into a dividend.

NATIONAL ASSOCIATION FOR THE RELIEF OF BRITISH MINERS.

23, REGENT STREET, WATERLOO PLACE, PALL MALL, LONDON.

The almost daily catastrophes that arise from imperfect ventilation of mines, such as the Bala calamity, whereby 145 fellow-creatures were hurried into eternity, give some idea of the precarious nature of the miner's existence. Violent deaths in collieries exceed 1000 every year, and upwards of 10,000 are permanently injured. These facts have suggested the establishment of the National Association for the Relief of British Miners, the objects of which are—

- 1.—To reward the discovery of an improved plan of ventilation, to offer prizes annually to the managers or underground viewers who have exhibited the greatest care in providing for the health and safety of the miner.
- 2.—To afford immediate relief to all sufferers from colliery casualties.
- 3.—To establish schools, and afford aid to those existing.

Subscriptions received by the treasurer, Sir J. Lubbock, Bart.; Sir SAMUEL SCOTT, Bart., and Co., 1, Cavendish-square, W.; Messrs. ROBERTS and Co., Mansion-house-street; London and County Bank, Southwark; and at the offices of the association.

HADDOCK DENNIS, Secy.

THE LLANMORLAIS COLLIERY COMPANY (LIMITED).

Capital £20,000, in 10,000 shares of £2 each.
10s. per share to be paid on application, and 10s. on allotment.

DIRECTORS.
A. C. HOWDEN, Esq., 71, Boundary-road, St. John's-wood, N.W.
Col. M. Y. BUSH, Esq., York-terrace, Regent's-park, N.W.
Capt. J. D. MACQUEEN, Esq., Whitehall-yard, S.W.
THOS. P. AUSTIN, Esq., 35, Mark-lane, E.C.
S. W. HOOPER, Esq., 45, Fleet-street, E.C.
W. C. KIRKHAM, Esq., 15, St. Anne's-square, Manchester.

BANKERS—The City Bank, Threadneedle-street, London.
SOLICITORS—Messrs. Hancock, Sharp, and Hales, 20, Tokenhouse-yard.
BROKER—F. Everett, Esq., 17, Royal Exchange.

OFFICIAL AUDITOR—F. Maynard, Esq., Accountant, 19, Bread-street, Cheapside.
(Another to be chosen by the shareholders.)
SECRETARY—Mr. Charles Warwick.

OFFICES—25, BUCKLESBURY, LONDON, E.C.

This company has been formed for the working of extensive grants of coal, situate in the Gower district, nearly opposite Llanelly, South Wales.

The coal of this district is admitted to be of the very best quality, is highly bituminous, in great demand for house, gas, smiths, and manufacturing purposes.

Two large seams have been already won, and shipments can soon be made.

Detailed prospectuses can be obtained, and samples of the coal sent, at the offices of the company. Application for shares may be made to the bankers, brokers, or secretary. The application must be accompanied by a deposit of 10s. per share on the number of shares applied for. If no shares be allotted, the deposit will be returned in full.

ATLAS COAL COMPANY (LIMITED).

Capital £10,000, in 2000 shares of £5 each.
Deposit, £1 per share on application, and £1 per share on allotment. The remainder in calls of 10s. per share, at intervals of not less than three months.

Registered under the Joint-Stock Companies Act of 1856 and 1857, whereby the liability of the shareholders is limited to the amount subscribed.

Interest at the rate of 4½ per cent. per annum will be allowed upon all calls paid in advance.

DIRECTORS.
THOMAS MANSBRIDGE, Esq., 68, Wood-street, Cheapside, Chairman.
Lord STEPHEN ALGERNON CRICHTON, Esq., Army and Navy Club, St. James's-square.
JAMES SCHOFIELD, Esq., Providence Mill, Lees, near Manchester.
WILLIAM BELL, Esq., Manchester-street, Heywood, Lancashire.
THOMAS FREDERICK HORWOOD, Esq., 43, Mark-lane, E.C.
DAVID MILLS, Esq., Moss House, Hale, Altrincham, Cheshire.
EDWARD WILK, Esq., Trafalgar-square, Peckham.

BANKERS—Messrs. Oldings, Osborne, and Co., Clement's-lane, Lombard-street, E.C.
SOLICITOR—Joshua Pedler, Esq., 11, Poultry, E.C.
BROKERS—Messrs. Ross, Linsion, and Bedford, 4, Lothbury, E.C.
SECRETARY—Mr. Arthur Mayor.

OFFICES—53, MOORGATE STREET, LONDON, E.C.

Full prospectuses, with reports by Edward Foxall, Esq., C.E., of Cinderford, Forest of Dean, and J. W. Walkershaw, Esq., C.E., of Coleford, Gloucestershire, may be had at the offices of the company or brokers, where applications for shares and every information may be obtained.

Application for shares, accompanied with a deposit of £1 per share, to be forwarded to the bankers, brokers, or secretary of the company.

ATLAS COAL COMPANY (LIMITED).

Notice is hereby given, that the directors will PROCEED TO CONSIDER THE APPLICATIONS RECEIVED, and make the necessary ALLOTMENTS, on the 21st inst.

By order of the Board, A. MAYOR, Secy.

ATLAS COAL COMPANY (LIMITED).

APPLICATIONS FOR SHARES must be forwarded to the bankers or secretary on or before the 21st inst.

By order of the Board, A. MAYOR, Secy.

THE CARDIGANSHIRE CONSOLIDATED MINING COMPANY (LIMITED).

Increase of nominal capital to £50,000. In 10,000 shares of £5 each.
The shareholders will not be liable beyond the amount of their respective subscriptions. 5s. per share to be paid with application, and 15s. per share on allotment.

DIRECTORS.
CHARLES COPLAND, Esq. (Messrs. Copland and Co.), Bury-street, St. Mary Axe.
JOHN KILNER, Esq., Bury St. Edmunds.
PARKE PITTAR, Esq. (Messrs. P. Pittar and Co.), 26, Gresham-street.
PERCY MARSH SHARP, Esq. (Messrs. Hancock, Sharp, and Hales), 20, Tokenhouse-yard. (With power to add one more.)

SOLICITORS—Messrs. Hancock, Sharp, and Hales, 20, Tokenhouse-yard.
CONSULTING MINING ENGINEERS—Messrs. Phillips and Darlington, 26, Gresham-street.
BANKERS—London and Westminster Bank, Lothbury.
AUDITOR—Charles Eley, Jun., Esq., 27, Great George-street, Westminster.
LONDON MANAGER, and OFFICES—J. H. Marchion, Esq., No. 117, Bishopsgate-street Within.

BROKERS.
London Messrs. Alexander and Lindow, 21, Tokenhouse-yard.
Manchester James Gorton, Esq., Newmarket Chambers.
Aberdeen H. C. Oswald, Esq., Marischal-street.
Exeter Mr. John Harris.
Dublin Messrs. Smyth and Du Bédat, 11, College Green.

This company holds the celebrated lead and copper mines known as Eglair-hir and Eglair-fraith, situate in the rich mineral district of Cardiganshire, and which many years ago made enormous returns.

These mines are also on the same lode as the Dyffide Mine, for which Mr. Bright, M.P., and his friends, gave £24,000, and having laid out £10,000 more in explorations, &c., their returns are now upwards of 200 tons of lead per month, which it is believed give a profit of about £1000 per month. The Cardigan Consols Mines are yet only 60 fms. from surface, and the east extends two miles on the course of the lode.

Applications for shares, in the form annexed to the prospectus, accompanied by a deposit of 5s. per share, may be addressed to the directors, or to the brokers. On allotment, 15s. per share additional will have to be paid, but if no shares are allotted the deposit will be returned.

Detailed prospectuses, with the reports, and forms of application for shares, may be obtained at the office, 117, Bishopsgate-street Within, E.C., or from any of the brokers. The prospectus will also be found at length in the *Times*, *Daily News*, *Morning Post*, *Economist*, *Mining Journal*, and *Limited Liability Journal*, of 30th November.

PATENT MOVABLE FIRE BAR COMPANY (LIMITED).

DIRECTORS.
SAMUEL H. BLACKWELL, Esq., Ironmaster, Dudley.
SAMUEL THORNTON, Esq., Merchant, Birmingham.
JONATHAN GRINDROD, Esq., C.E., Liverpool.
JOHN LLOYD, Esq., Engineer, Lillishall.

OFFICES—16, HACKIN'S HEY, LIVERPOOL.

WRIGHT'S PATENT BARS FOR LOCOMOTIVE, MARINE, AND STATIONARY BOILERS, PUDDLING AND OTHER FURNACES.

The proprietors have great pleasure in recommending the above as the simplest and best arrangement in use. The bars have already been adopted by some of the leading firms in the Midland and Lancashire, in various channels and ocean-going steamers, and large breweries in Burton, and have, in every case, given great satisfaction.

For prices charged, apply at the company's office, Liverpool.

AGENTS WANTED; also, TENDERS from ironfounders for CASTING the BARS.

HALL AND WELLS, PATENTEES AND MANUFACTURERS OF SUBMARINE TELEGRAPH CABLES, &c.

TELEGRAPH CONDUCTORS INSULATED WITH INDIA RUBBER at £5 per mile and upwards. PARTICULARLY ADAPTED FOR MINING PURPOSES. Further particulars as to price of cores, cables, &c., can be had on application at 60, Aldermanbury, City, E.C.; and Steam Mills, Mansfield-road, Borough-road, Southwark, S.E. Copper wire covered with silk, cotton, or any other material, to order.

ALBERT AND MEDICAL LIFE ASSURANCE.

7, WATERLOO PLACE, PALL MALL, LONDON, S. W.
ESTABLISHED 1838.

The business of the Medical, Invalid, and General Life Assurance Society having been amalgamated with the Albert Life Assurance Company, the united business will henceforth be carried on under the above title.

Accumulated fund exceeds £500,000
Subscribed capital 447,180
Paid-up capital 137,000
Annual income from life premiums, upwards of 220,000

The new business is now progressing at the rate of more than £25,000 per annum. From Prof. De Morgan's report upon the last valuation of liabilities (end of 1859), and the statements of accounts, it appeared at that time that the surplus in favour of the Albert business alone, after providing for every liability, was £192,925 2s. 11d.

HENRY WILLIAM SMITH, Actuary.
C. DOUGLAS SINGER, Secy.

TO CAPITALISTS.—MESSRS. LEICESTER AND CO.

INSPECTORS AND VALUERS OF MINES, &c., MELBOURNE, VICTORIA. OFFER THEIR SERVICES TO SELECT AND INVEST CAPITAL IN MINING PROPERTIES, for which they charge 2½ per cent.; and they also COLLECT AND TRANSMIT THE DIVIDENDS, charging 2½ per cent. on their amount. Messrs. LEICESTER and Co. earnestly call the attention of capitalists to the many opportunities they possess of investing, to pay from £50 to £150 per cent. per annum. Sums under £50 will be charged extra. All remittances must be made through our agent, Mr. RICHARD MILDENHALL, *Mining Journal* office, 26, Fleet-street, London; or direct through our bankers the Union Bank of Australia.

In the Court of the Vice-Warden of the Stannaries. Stannaries of Cornwall.

IN RE WHEEL REETH MINE.
TO BE SOLD, pursuant to an Order made in a Cause of Pearce and Others v. Trowe, the younger, dated the 13th day of November last, BY PUBLIC AUCTION, at the Registrar's Office, Truro, on Tuesday, the 24th day of December inst., at Twelve o'clock at noon precisely—
4 (240th) SHARES of the said defendant
HODGE, HOCKIN, AND MARRACK,
Plaintiff's Solicitors, Truro.

Dated Registrar's Office, Truro, December 9, 1861.

In the Court of the Vice-Warden of the Stannaries. Stannaries of Cornwall.

HARVEY AND OTHERS v. HALL.
IN RE NORTH PROVIDENCE MINE.
TO BE SOLD, pursuant to an Order made in the above-mentioned Cause, BY PUBLIC AUCTION, at the North Providence Mine, in the parish of St. Ives, on Monday, the 30th day of December inst., at Twelve o'clock at noon, a NEW CAPSTAN ROPE, 120 fms., 12 in. thick.

To view the same, apply to Mr. MARTIN DUNN, Jun., auctioneer, St. Ives.
HODGE, HOCKIN, AND MARRACK,
Plaintiff's Solicitors, Truro.

Dated Registrar's Office, Truro, December 9, 1861.

In the Court of the Vice-Warden of the Stannaries. Stannaries of Cornwall.

IN THE MATTER OF THE ST. AUBYN MINERAL COMPANY (LIMITED), and in the MATTER OF THE JOINT-STOCK COMPANIES ACTS, 1856-57.—By direction of the Vice-Warden of the Stannaries, to whose Court the winding-up of this company belongs, notice is hereby given that the said Court will, on Monday, the 30th day of December inst., at Eleven o'clock in the forenoon, at the Registrar's office of the said Court, at Truro, in the county of Cornwall, PROCEED TO MAKE A CALL on all the contributors of the said company whose names are included in the list of contributors, so far as the same has been at present settled, to the full extent of the several moneys found due and unpaid by the said several contributors respectively.

All persons interested are entitled to attend at the time and place aforesaid, to offer objections to such call.

CHAUNTLER AND CROUCH, 8, Gray's Inn-square, London.
WM. MICHELL, Registrar of the said Court.

Dated Registrar's Office, Truro, December 6, 1861.

In the Court of the Vice-Warden of the Stannaries. Stannaries of Cornwall.

PURSUANT to an Order made in the Cause of Harvey and Others v. Hall, the CREDITORS in respect of NORTH PROVIDENCE MINE, in the parish of St. Ives, within the said Stannaries, are, on or before the 31st day of December next, to COME IN and PROVE THEIR DEBTS before the Registrar of the said Court, at his office, in Truro, or in default thereof they will be peremptorily excluded the benefit of the said Decree.

Dated Registrar's Office, Truro, December 12, 1861.

In the Court of Bankruptcy, London.

IN THE MATTER OF THE JOINT-STOCK COMPANIES ACTS, 1856, 1857, and of the JOINT-STOCK COMPANIES AMENDMENT ACT, 1858, and in the MATTER OF THE CLARA SILVER-LEAD MINING COMPANY (LIMITED).—Notice is hereby given, that a PETITION has been PRESENTED to Her Majesty's Court of Bankruptcy, in London, for WINDING-UP THE CLARA SILVER-LEAD MINING COMPANY (LIMITED), pursuant to the provisions of the Joint-Stock Companies Acts, 1856, 1857, and of the Joint-Stock Companies Amendment Act, 1858, and that such petition will, by order of the said Court, be heard before Mr. Commissioner Foulkne, the Judge to whose Court the said petition is attached, at the Court of Bankruptcy, Basinghall-street, London, on the 24th day of December inst., at Eleven of the clock in the forenoon precisely.

MR. E. A. MARSDEN,
Solicitor for the Petitioner, 30, Walbrook, London.

Dated the 12th day of December, 1861.

STEAM ENGINE FOR SALE, WITHOUT RESERVE.

MR. W. F. CONGDON has received instructions to SELL, BY PUBLIC AUCTION, a 48 in. DOUBLE-ACTION STEAM ENGINE, of about 150 horse power, 9 ft. stroke, horizontal movement, with large fly-wheel, in eight segments, strong cast-iron framing, &c., complete, without boiler, and nearly new, at Great Polgoth Mine, St. Austell, on Monday, the 23d inst., at Three o'clock in the afternoon. For further particulars, apply to Mr. Wm. BROWN, St. Austell, or to the auctioneer.

Dated St. Austell, December 11, 1861.

SHARES IN THE LAXEY MINES.

MR. RABY respectfully informs capitalists that he has received instructions to SELL, BY AUCTION, on Friday, 27th December, 1861, in St. George's Hall, Atholl-street, Douglas, TWO SHARES and ONE THIRD SHARE in the well-known and VALUABLE LAXEY MINES.

It is needless to comment upon the richness and the quantity of the produce, that being so well known to parties interested in mining generally. The value even of the plant and machinery is worth thousands, the mines are inexhaustible, and the whole property is invested in the hands of only a few holders.

The great price generally realised for one of these shares often precludes parties who are desirous to be interested in them, and in order to overcome that difficulty purchasers will have the option of taking small fractional parts of a share.

Auction to commence at Twelve o'clock noon.—Douglas, December 7, 1861.

EGLWYSYLAN, GLAMORGANSHIRE. IMPORTANT ESTATES, WITH MINERALS.

MESSRS. JACKSON, NEALE, AND CO. WILL SELL, BY AUCTION, at the Cardiff Arms Hotel, in Cardiff, on Saturday, the 4th day of January, 1862, at Twelve o'clock precisely (by direction of a mortgagee, acting under absolute powers of sale) the undermentioned conveniently situated and very VALUABLE FREEHOLD and LEASEHOLD PROPERTIES, in two lots.

The freeholds, comprising two estates, called BRYNTAIL and CRAIG ALFA, situate near Trefoert, in the parish of Eglwysylan, and containing about 157 acres, are reported to be richly abundant in paving stone, ironstone, and superior coal, of the estimated value of £90,000. They are situate in the South Wales mineral basin, near the high road, and equidistant from Cardiff and Merthyr Tydfil, and adjacent to the Eglwysylan Mountain, the Glamorganshire Canal (which has a terminus at the port of Cardiff), and the Trefoert station of the Taff Vale Railway.

One hundred acres of coal and a piece of land, containing half an acre, are leased for 14 years, from 17th June, 1859, at an annual rent of £500, and 1s. per ton for all coal raised in any one year above 10,000 tons.

The lease contains very advantageous provisions, and, amongst others, for the lessees laying down a railway from the colliery to the Glamorganshire Canal, distant about half a mile, and leaving, at the determination of the term, such railway, and all erections, works, and additions for the landlord's benefit.

There are several veins of coal under each estate, varying from 3 ft. to 9 ft. in thickness, and averaging about 45,000 tons of coal per acre.

These facts render the auction a legitimate and admirable opportunity for the establishment of a limited liability company to purchase and work the minerals.

It is estimated that the coal can be worked and shipped at Cardiff at a net profit of about 3s. per ton.

The leaseholds (the minerals beneath which are reserved) comprise two plots of ground, adjoining Craig Alfa, and are parts of the Pentrebach lands, one of such plots containing one acre and a half, with the four tenements thereon, called Wyl Dho, Wyl Nethiwr, Wyl Hedy, and Wyl Heno, held for the residue of a term of 21 years, from Dec. 25, 1849, renewable until the expiration of the full term of 84 years, at the annual rent of £22 10s., and the other plot containing one statute acre, with the dwelling-house and offices thereon, part whereof has heretofore been used as a beer-house, called Gelby Fedbig, and the other part as a surgery, and a strip of land used as a roadway thereto, respectively held for the residue of a term of 21 years, from March 5, 1853, renewable for 84 years, under the yearly chief rent of £20. The freeholds and first-mentioned leaseholds will comprise Lot 1, and the remainder of the leaseholds Lot 2.

NOTE.—A copy of the colliery lease, an abstract of the lease of a part of the leasehold premises, and the original lease of the residue will be produced at the auction, and in the interim may be inspected at the office of Mr. BROWN STUART, solicitor, 1, Nicholas-street, Bristol, of whom further particulars with plans may be had; as well as of the auctioneers, Shannon-court, Corn-street, Bristol; or Mr. TRENBERT, solicitor, 1, Nicholas-street, Bristol; or in London, of Messrs. GOSLING and GURDLESTONE, solicitors, 18, New-street, Spring Gardens, S.W.

PEMBROKESHIRE.

TO RAILWAY CONTRACTORS, ENGINEERS, AND COAL AND IRON PROPRIETORS.—BARRY ISLAND SLATE QUARRIES.—TO BE SOLD, BY PRIVATE CONTRACT, TWO VALUABLE STEAM ENGINES, one 35 and the other 25 horse power. About TWO HUNDRED AND FIFTY TONS of RAILS, nearly equal to new, of the weight of about 12 lbs. per foot, with 12 lbs. chairs and nails, laid down about ten years, but scarcely used. Also, a 6-ton weigh-bridge, about 28 wagons (nearly as good as new) to fit the rails. Also, 5½ sets of new wagon wheels, axles and pedestals, 3 sawing tables and 2 planing tables (for slate), with gear, wire pipes, whips, &c., comprising a complete fit out for mines, slate quarries, &c.

For further particulars, apply to Mr. JACK, on the premises; Messrs. STERN and GUNDEL, solicitors, 12, Abchurch-lane, London; Messrs. BURGOTTE, MILNES, and BURGOTTE, solicitors, 180, Oxford-street, London; Messrs. PALMER, PALMER, and BULL, solicitors, 24, Bedford-row; Messrs. POWELL, MATTHIAS, and EVANS, solicitors, Haverfordwest.

N.B.—As the leases of the above quarries are for sale, parties desirous of purchasing the whole are requested to make immediate application before the plant is disposed of.

TO BE SOLD, OR LET, A VALUABLE SLAB QUARRY.

near MACHYNLLETH, in full working order; 7 circular saws, 2 patent planes, 3 water-wheels, wagons, rails, drum, incline, offices, and stores. Rent, to include all royalty, £300 per annum. Owner would be the largest consumer. Trains to port and main line. A very safe and profitable investment.—Apply to Mr. BELL WILLIAMS, land agent, 40, North John-street, Liverpool.

MINERAL PROPERTY TO LET.—TO BE LET ON LEASE.

about THREE HUNDRED AND SIXTY ACRES OF COAL GROUND, believed to contain the celebrated Rhonda seams of coal, together with the Aberdare steam coal measures. A large brattice pit has been sunk on the property, to the depth of about 70 yards. The property adjoins the Taff Vale Railway, and is within half a mile of the post town of Pontypridd, Glamorganshire, and 12½ miles from the port of Cardiff.—For terms and further particulars, apply to Messrs. BURNETT and CARLISLE, solicitors, New-square, Lincoln's Inn, London, W.C.; or to ALEXANDER BASSETT, Esq., mining engineer, Cardiff, Glamorganshire.

TO CAPITALISTS AND OTHERS.—TO BE SOLD, BY PRIVATE CONTRACT, with immediate possession, the FENCE COLLIERY, at the Woodhouse Mill Station, on the Midland Railway.

The shafts are sunk down to, and are working, the High Hazle seam of coal, and the colliery is at the present time capable of producing from 150 to 200 tons a day.

The colliery is a very favourable situation, in close proximity to the Midland and Manchester, Sheffield, and Lincolnshire Railways, and in the immediate neighbourhood of Sheffield, and the manufacturing districts adjoining.

The celebrated thick, or Barnsley, seam of Yorkshire exists under this property at a moderate depth, and a very favourable opportunity presents itself for the establishment of a colliery upon this seam at a comparatively small outlay.

The whole of the plant, machinery, cottages, &c., may be taken to.

Further particulars may be obtained from, and offers will be received by, Messrs. RYLAND and MARTINEAU, solicitors, Birmingham; or Messrs. WOODHOUSE and JEFFCOCK, civil and mining engineers, Derby.

CREASE'S PATENT EXCAVATING MACHINERY.

FOR SUPERSEDING THE SLOW AND EXPENSIVE USE OF MANUAL LABOUR IN SINKING SHAFTS, DRIVING LEVELS, TUNNELLING, &c., is guaranteed to drive through any rock of average hardness at a minimum rate of 1 fm. per diem, and to sink shafts at the rate of 2 fms. in three days.

Mr. CREASE will undertake contracts for sinking shafts, driving levels, &c., at an enormous reduction of time and great saving in cost.

Applications to be addressed to Mr. GEORGE T. CURTIS (sole agent), 17, Gracechurch-street, London, E.C.

By providing the power of calculating the time and cost to explore a certain depth and extent of ground, speculation in mining will be assimilated to commercial pursuits, with this unmistakable advantage—that when the ground has been once carefully and judiciously selected, and operations properly and systematically carried out for its development, there would be far less chance of unsatisfactory results than are met with by merchants and manufacturers in the usual routine of their business. As this important invention must beneficially interest the landowners, mine proprietors, merchants, and miners, we opine it will meet with immediate adoption.—*Mining Journal*.

NICKEL AND COBALT REFINING, AND GERMAN SILVER WORKS, 16, OZZELL STREET NORTH, BIRMINGHAM.

STEPHEN BARKER begs to inform the Trade that he has the following articles for sale:—
REFINED METALLIC NICKEL. OXIDE OF COBALT. WIRE, &c.
REFINED METALLIC BISMUTH. GERMAN SILVER—IN INGOTS, SHEET
NICKEL AND COBALT DRES PURCHASED.

COALS.—GEORGE J. COCKERELL AND CO.,

Coal Merchants to Her Majesty. Cash, 26s. per ton. Best coals only.
Central Office, 13, Cornhill, E.C.

GEORGE J. COCKERELL AND CO.,

Eaton Wharf, Grosvenor Canal, and Office, 1A, Lower Belgrave-place, Piccadilly, S.W.
Purbeck Wharf, Earl-street, Blackfriars, E.C.

GEORGE J. COCKERELL AND CO.,

Sunderland Wharf, Peckham Canal, S.E.

PATENT BITUMINIZED GAS, WATER, AND DRAINAGE PIPES.

THESE PIPES POSSESS all the PROPERTIES NECESSARY for the CONVEYANCE of GAS and WATER, and also for DRAINAGE PURPOSES—viz., GREAT STRENGTH, GREAT DURABILITY, and PERFECT IMMOBILITY, and being non-conductors are not affected by frost, like metal pipes. They are proved to resist a pressure of 220 lbs. on the square inch (equal to 500 ft. head of water), are only one-fourth the weight, and considerably cheaper than iron pipes. They are made in 7 ft. lengths, and the joinings are simple and inexpensive. These pipes have been in use in France, Spain, and Italy nearly three years, where the demand for them is very great. The opinions of the press on a public test at the Houses of Parliament, before a large number of engineers and other scientific gentlemen, may be had, with further particulars, at the office of the company, on application to Mr. ALIX. YOUNG, 14A, Cannon-street, London, E.C., where sample pipes may be obtained for trial.

GAS AGAIN.—Another fearful fire, at No. 5, Richard-street,

Limehouse-fields, caused by an escape of gas. This could not have occurred had one of HUGHES'S PATENT SAFETY ATLAS INDICATING CHANDELIERS been used. All persons having gas fitted should, therefore, have the IMPROVED ATLAS CHANDELIERS FIXED. Kept in stock by all gas-fitters. Drawings free by post, and a large stock always ready for the trade and merchants at the Atlas Works, No. 36, Hatton-garden.

THE PARAFFIN, OR MINERAL OIL SAFETY GAUGE,

made for the Asphaltum Company (Limited), ENABLES CONSUMERS TO AVOID PURCHASING PARAFFIN OR MINERAL OIL OF AN EXPLOSIVE OR DANGEROUS KIND. Price, with a tin oil holder, 1s. 6d. each; forwarded by post upon receipt of 18 stamps.—Apply at the offices of the company, 34, Great Winchester street, London E.C.

SARL AND SONS, 17 and 18, CORNHILL, respectfully

SOLICIT A VISIT to their magnificent ESTABLISHMENT. The ground floor is more particularly devoted to the display of FINE GOLD JEWELLERY, GOLD and SILVER WATCHES, and FINE GOLD CHAINS.

The SILVER PLATE DEPARTMENT is in the gallery of the building, and consists of every article requisite for the table and sideboard.

In the magnificent show-rooms is displayed a large and beautiful stock of ARGENTINE PLATE, the manufacture of which has stood the test of 30 years' experience. SARL and Sons have also fitted up a separate show-room for the display of DRAWING and DINING ROOM CLOCKS of the most exquisite designs. Books containing drawings and prices may be had upon application.

SARL AND SONS, 17 and 18, CORNHILL, LONDON.

INCORPORATION OF STEAM BOILERS.—EASTON'S

PATENT BOILER FLUID EFFECTUALLY REMOVES and PREVENTS INCORUSTATION IN STEAM BOILERS, WITHOUT INJURY TO THE METAL, with GREAT SAVING IN FUEL, and with LESS LIABILITY TO ACCIDENT FROM EXHAUSTION. It is used by Her Majesty's Steam Storeships, Woolwich Arsenal, Honourable Constabulary of Trinity House, Tower of London, India Store Department, by the Principal Steam Packet Companies of London, Liverpool, Southampton, Hull, &c., and by engineers, builders, railway companies, and manufacturers throughout the country. Testimonials from eminent engineers, boiler makers, and manufacturers, with full particulars, will be forwarded on application to P. S. EASTON and G. SPRINGFIELD, sole manufacturers and patentees, Nos. 37, 38, and 39, Wapping-wall, London, E.

AGENTS IN GREAT BRITAIN.

Aberdeen, Mr. James F. Wood. Leeds, Mr. J. C. P. Westwood.
Ashton-under-Lyne, Mr. S. G. Fielden. Leicester, Mr. Benjamin Pochin.
Belfast, Mr. W. T. Madier, C.E. Liverpool, Mr. J. McInnes.
Birmingham, Mr. Adam Dixon. Manchester, Messrs. Morris and Sutton.
Chester, Mr. W. A. Rowland. Princess Chambers.
Devonport, Mr. Cornelius Boulds. Nottingham, Mr. G. D. Hughes.
Dublin, Mr. Wm. Fith. Oldbury, Mr. C. Tonge, Chemist.
Frome, Mr. W. B. Harvey, Chemist. Southampton, Mr. Joseph Clark.
Glasgow, Mr. W. Mutrie. Southsea, Mr. T. Cheesman.
Hartlepool, Mr. W. T. Cheesman, West. Tralee, Mr. H. Benner.
Hull, Messrs. A. L. Fleming and Co. Wexford, Mr. Thomas Waring.

FOREIGN.

Rio de Janeiro, Messrs. Miers Brothers and Maylor, Engineers.

VENTILATION OF MINES.

ELLIS LEVER,
WEST GORTON WORKS, MANCHESTER,
SOLE MANUFACTURER OF THE
IMPROVED SAFETY BRATTICE,
FOR
AIR-COURSES, FLY-DOORS, AND STOPPINGS,
IN THE
WORKINGS OF FIERY COLLIERIES.

ELLIS LEVER DESIRES TO INFORM THE OWNERS AND MANAGERS OF COLLIERIES in all parts of the kingdom that they can be supplied at a DAY'S NOTICE with a STOCK of AIR-PROOF BRATTICE or DOOR CLOTH of ANY WIDTH, and in VARIOUS QUALITIES, from SIXPENCE PER SQUARE YARD.

Several miles of FLEXIBLE TUBING, INVENTED AND MANUFACTURED by ELLIS LEVER, is now USED for the PURPOSE of VENTILATION in SINKING SHAFTS and EXPLORING DRIFTS. This TUBING is AIR-PROOF and WATER-PROOF, can be made any size, from 6 inches diameter to 3 feet diameter, in unlimited lengths. Every tube is fitted internally with hoops, 12 inches apart, which prevent their collapsing. Prices and further information will be sent on application to ELLIS LEVER, MANCHESTER.

ATYOUN'S PATENT SAFETY CAGE AND HOIST.
CHANGE OF LICENSE FEE WILL SHORTLY TAKE PLACE,
from £1 to £6 and upwards.
[See Mining Journal of November 29.]
Apply to the patentee, ROBERT ATYOUN, 3, Fettes-row, Edinburgh.

PATENT SAFETY FUSE.—The GREAT EXHIBITION PRIZE MEDAL was AWARDED to the MANUFACTURERS of the ORIGINAL SAFETY FUSE, BICKFORD, SMITH, DAVEY, and FRYOR, who beg to inform Merchants, Mine Agents, Railway Contractors, and all persons engaged in Blasting Operations, that, for the purpose of protecting the public in the use of a genuine article, the PATENT SAFETY FUSE has now a thread wrought into its centre, which, being patent right, infallibly distinguishes it from all imitations, and ensures the continuity of the gunpowder. This Fuse is protected by a Second Patent, is manufactured by greatly improved machinery, and may be had of any length and size, and adapted to every climate.
Address:—BICKFORD, SMITH, DAVEY, and FRYOR, Tuckingmill, Cornwall.

DAVEY'S PATENT BLASTING POWDER,
MANUFACTURED BY DAVEY BROTHERS AND CO.,
NANCERKE POWDER WORKS, TUCKINGMILL, CORNWALL.
This blasting powder possesses the following advantages over every other in use:—It is MORE IMPROVED to MOISTURE, PRODUCES LESS SMOKE, is LESS DANGEROUS, it BURSTS as MUCH ROCK with a CHARGE OCCUPYING the SAME or even LESS SPACE, and its WEIGHT being TWENTY to TWENTY-FIVE PER CENT. LESS than ordinary gunpowder, a SAVING OF ONE-FOURTH the COST is EFFECTED.

DAVEY BROTHERS and Co. beg to state that this powder is specially made for blasting, and from its slow combustion is not adapted for projectiles. They would, therefore, caution consumers not to be induced by interested parties to put it to a fallacious trial, by firing a ball from a mortar, which is no test of its explosive force when confined.

BASTIER'S PATENT CHAIN PUMP.
APPARATUS FOR RAISING WATER ECONOMICALLY, ESPECIALLY APPLICABLE TO ALL KINDS OF MINES, DRAINAGE, WELLS, MARINE, FIRE, &c.

J. U. BASTIER begs to call the attention of proprietors of mines, engineers, architects, farmers, and the public in general, to his new pump, the cheapest and most efficient ever introduced to public notice. The principle of this new pump is simple and effective, and its action is so arranged that accidental breakage is impossible. It occupies less space than any other kind of pump in use, does not interfere with the working of the shafts, and unites lightness with a degree of durability almost imperishable. By means of this hydraulic machine water can be raised economically from wells of any depth; it can be worked either by steam-engine or any other motive power, by quick or slow motion. The following statement presents some of the results obtained by this hydraulic machine, as daily demonstrated by use:—

- 1.—It utilises from 90 to 92 per cent. of the motive power.
- 2.—Its price and expense of installation is 75 per cent. less than the usual pumps employed for mining purposes.
- 3.—It occupies a very small space.
- 4.—It raises water from any depth with the same facility and economy.
- 5.—It raises with the water, and without the slightest injury to the apparatus sand mud, wood, stone, and every object of a smaller diameter than its tube.
- 6.—It is easily removed, and requires no cleaning or attention.

A mining pump can be seen daily at work, at Wheel Concord Mine, South Sydneyham, Devon, near Tavistock; and a shipping pump at Woodside Graving Dock Company (Limited), Birkenhead, near Liverpool.

J. U. BASTIER, sole manufacturer, will CONTRACT TO ERECT his PATENT PUMP at his OWN EXPENSE, and will GUARANTEE IT FOR ONE YEAR, or will GRANT LICENSES to manufacturers, mining proprietors and others, for the USE of his INVENTION.

OFFICES, 19, MANCHESTER BUILDINGS, WESTMINSTER, LONDON.
London, Oct. 10, 1859. Hours from Ten till Four. J. U. BASTIER, C.E.

PATENT LEVER BREAK, FOR RAILWAY WAGONS,
doing away with the objectionable break rack. Can be APPLIED TO EXISTING STOCK at a TRIFLING EXPENSE. Royalty moderate. (Models can be seen at No. 1, Moorgate, London, E.C.) and the breaks in action at the works of the Railway Carriage Company, at the Peterboro' Station, on the Eastern Counties Railway; the Rugby Station, London and North-Western Railway; the Cardiff Dock Station, Taff Vale Railway; and at the Works, Oldbury, near Birmingham, where all communications are requested to be sent.

AUSTRALIA AND NEW ZEALAND
WHITE STAR EX-ROYAL MAIL CLIPPERS,
SAILING FROM
LIVERPOOL TO MELBOURNE on the 1st and 20th of every month.

*Passengers holding Victoria passage warrants will be forwarded to Melbourne by these vessels.

Ship. Captain. Register. Burthen. To sail.
STAR OF INDIA BUCHAN 1697 6000 Dec. 20.
TELEGRAPH SELBY 1118 3350 Jan. 20.

The magnificent packet ship, *Star of India*, is quite new, having only made one voyage from St. John's to Liverpool, on which occasion she proved herself to be a very fast and comfortable ship. She was built by Messrs. Wright, the well-known builders of the *White Star*, *Morning Light*, and other famous clippers, the former of which has made the passage to Melbourne in 69, 70, and 71 days, and she combines most of the improvements required in first-class passenger ships. Her saloons are roomy and handsomely finished, bedding, linen, and all necessaries being found in this class. Her accommodations for second cabin, intermediate and steerage passengers are very superior.

For freight or passage apply to the owners, H. T. WILSON and CHAMBERS, 21, Water-street, Liverpool; or to GRINDLEY and Co., 124, Bishopsgate-street, and 55, Parliament-street; or to SETON, PEACOCK, and Co., 116, Fenchurch-street, London.
Willcox's Australian and New Zealand hand-books sent for two stamps.

TO INVENTORS.—All INTENDING PATENTEES should PROCURE THE PRINTED INFORMATION regarding PATENTS, their COST, and the MODE OF PROCEDURE to be adopted, ISSUED GRATIS by the GENERAL PATENT COMPANY (LIMITED), 71, FLEET STREET, LONDON.

INVENTORS' ALMANAC for 1862. Fourth annual issue. Copyright. Coloured sheet. Contains Classification of British Patents for 1860, according to locality of applicant, and Analysis according to subject, prepared expressly for this almanac. Also, Chronological Table of important Inventions, Patent Officials and Statistics, Birthdays of Inventors, &c.

Compiled by Mr. HENRY, Mem. Soc. Arts, Patent Registration and Copyright Agent, Patent Office, 54, Fleet-street, London.
Sold by Watson and Son, 3, St. Ann's-lane, General Post Office, E.C.
Price 6d. mounted.

INVESTMENTS IN BRITISH MINES.—Mr. MURCHISON publishes a QUARTERLY REVIEW OF BRITISH MINING, giving at the same time the POSITION and PROSPECTS of the MINES at the end of each Quarter, the DIVIDENDS PAID, &c.; price One Shilling. RELIABLE INFORMATION and ADVICE will at any time be given by Mr. MURCHISON, either personally or by letter, at his Offices, No. 117, BISHOPSGATE-STREET WITHIN, LONDON, where copies of the above publication can be obtained.

OPINIONS OF THE PRESS ON MR. MURCHISON'S WORK ON BRITISH MINING,
PUBLISHED IN 1860.

Mr. Murchison's new work on British Mines is attracting a great deal of attention, and is considered a very useful publication, and calculated to considerably improve the position of home mine investments. —*Mining Journal*.

The book will be found extremely valuable. —*Observer*.

A valuable guide to Investors. —*Herald*.

Mr. Murchison takes sound views upon the important subject of his book, and has placed, for a small sum, within the reach of all persons contemplating making investments in mining shares that information which should prevent rash speculation and unproductive outlay of capital in mines. —*Morning Herald*.

A valuable little book. —*Globe*.

Of special interest to persons having capital employed, or who may be desirous of investing in mines. —*Morning Chronicle*.

As a guide for the investment of capital in mining operations is inestimable. One of the most valuable mining publications which has come under our notice, and contains more information than any other on the subject of which it treats. —*Derby Telegraph*.

Parties requiring information on mining investments will find no better and safer instructor than Mr. Murchison. —*Leeds Times*.

To those who wish to invest capital in British Mines, this work is of the first importance. —*Western*.

This is really a practical work for the capitalist. —*Stockport Advertiser*.

This work enables the capitalist to invest on sound principles; in truth, it is an excellent guide. —*Plymouth Journal*.

All who have invested, or intend to invest, in mines, would do well to consult this very useful work. —*Ipwich Express*.

Persons desirous to invest their capital in mining speculations will find this work a very useful guide. —*Warwick Advertiser*.

We believe a more useful publication, or one more to be depended on, cannot be found. —*Plymouth Herald*.

Those interested in mining affairs, or who are desirous of becoming speculators should obtain and carefully peruse the work. —*Monmouth Beacon*.

With such a work in print, it would be gross neglect in an investor not to consult it before laying out his capital. —*Poole Herald*.

Every person connected, or who thinks of connecting himself, with mining speculations should possess himself of this book. —*North Wales Chronicle*.

Mr. Murchison will be a safe and trustworthy guide, so far as British Mines are concerned. —*Bath Express*.

BEDFORD IRONWORKS, TAVISTOCK.

NICHOLLS, WILLIAMS, AND CO. have generally a GOOD STOCK of SECOND-HAND MINING MATERIALS FOR SALE. They also MANUFACTURE STEAM ENGINES of every description on the newest principle. Castings and wrought-iron work made at the shortest notice. Machinery sent to all parts of the world. Steam boilers and chains warranted of the best description.

RAILWAY WAGONS.—WILLIAM A. ADAMS AND CO.,
MIDLAND WORKS, BIRMINGHAM.
BROAD AND NARROW GAUGE COAL AND IRONSTONE WAGONS.
IN STOCK—FOR SALE OR HIRE.

RAILWAY WAGONS.—WILLIAM HARRISON AND CAMM
HAVE ON HAND RAILWAY, COAL, COKE, AND MINERAL WAGONS,
ON SALE OR HIRE,
AT THE ROTHERHAM WAGON WORKS, MASBRO.

THE BIRMINGHAM WAGON COMPANY (LIMITED) HAS
RAILWAY WAGONS FOR HIRE.
Apply to the SECRETARY, 3, Newhall-street, Birmingham.

THE RAILWAY CARRIAGE COMPANY,
OLDBURY, NEAR BIRMINGHAM.
MANUFACTURERS OF EVERY DESCRIPTION OF RAILWAY PLANT AND IRONWORK.
NEW AND SECOND-HAND RAILWAY WAGONS ALWAYS IN STOCK
FOR SALE OR HIRE.
LONDON OFFICES.—No. 1, MOORGATE.

ELECTRIC TELEGRAPH CONTRACTORS SUPPLIED with
MALLEABLE IRON CASTINGS to pattern.
T. SHORT AND CO., 70, LEGGE STREET, BIRMINGHAM.

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IRON CASTINGS to pattern.
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IRON PLATE WORKERS, BRAZIER, and GALVANIZERS
SUPPLIED with MALLEABLE IRON NIPPLES for SUGAR CONES to pattern.
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NOTICE TO RAILWAY COMPANIES.—A RAILWAY SIGNAL of a NOVEL DESCRIPTION (patented) is NOW IN OPERATION on the MANCHESTER AND ALTRINCHAM RAILWAY, which GIVES NOTICE of the APPROACH of a TRAIN HALF A MILE OFF, and, if required, can announce it at any other given distance. It is novel and simple in its construction, not a single complicated movement in it, and when laid down will not require repairs for years. A model may be seen at the *Mining Journal* office, 26, Fleet-street, London, in the course of a week, and a gentleman will shortly call on the different railway companies centering in the metropolis to give any required explanations.

TRACTION ENGINES FOR STEEP INCLINES.—It is proposed to form a limited company, with a capital of £7000, in 70 shares of £100, for the purpose of bringing into use the protected invention of Mr. John Marshall, C.E., by means of which engines can be constructed for the conveyance of from 10 to 50 tons, according to size and weight of engine, on ordinary roads having an inclination as steep as 1 in 10. Specifications, with formula, on application to L. C. HERTSLEY, 448 West Strand, London.

STEAM ENGINE FOR SALE.—A 36 in. cylinder STEAM ENGINE FOR SALE, equal to now, with 10 ton BOILER, to be seen at Wheel Trevelyan Mine, Goldsmithy, near Marazion. —For further particulars, apply to Mr. E. KING, 27, Austinfriars, London.

TRADE MARK
JAMES RUSSELL AND SONS, CROWN TUBE WORKS,
WEDNESBURY, STAFFORDSHIRE.
WAREHOUSE, 81, UPPER GROUND STREET, BLACKFRIARS, LONDON, S.
THE ORIGINAL INVENTORS OF WROUGHT IRON TUBES FOR GAS, WATER, &c.
LAP-WELDED BOILER TUBES, HOMOGENEOUS TUBES FOR BOILERS, &c.
GALVANISED AND ENAMELLED TUBES, SCREWING TACKLE, STEAM AND WATER GAUGES, and EVERY VARIETY OF FITTINGS.

JOB TAYLOR AND CO., SWAN FOUNDRY,
OLDBURY, NEAR BIRMINGHAM.
SOLE PROPRIETORS OF HINTON'S PATENT CUPOLA, which CONSUMES FIFTY PER CENT. LESS COKE than any cupola yet invented. MAKERS of ALL KINDS of MACHINERY connected with the GRINDING and TEMPERING of EVERY SORT of CLAY or MARL, and for the MANUFACTURE of BRICKS, TILES, DRAIN PIPES, &c. Also, of HIGH and LOW PRESSURE STEAM ENGINES of any dimensions, and of GENERAL MACHINERY.

LOYD AND LLOYD, ALBION TUBE WORKS,
BIRMINGHAM.
MANUFACTURERS OF PATENT LAP-WELDED IRON TUBES, FOR LOCOMOTIVE, MARINE, and STATIONARY BOILERS.
IMPROVED HOMOGENEOUS METAL TUBES.
ALL DESCRIPTIONS OF TUBES and FITTINGS FOR GAS, STEAM AND WATER, PLAIN, GALVANISED AND ENAMELLED.
GUN-METAL STEAM GLAND COCKS, WATER GAUGES, &c.

SHORTBRIDGE, HOWELL, and CO., HARTFORD STEEL
WORKS, SHEFFIELD, SOLE MANUFACTURERS OF HOWELL'S PATENT HOMOGENEOUS METAL PLATES for BOILERS, LOCOMOTIVE FIRE BOXES, and TUBES, COMBINING the STRENGTH of STEEL with the MALLEABILITY of COPPER. RUSSELL and HOWELL'S PATENT CAST STEEL TUBES. MCCONNELL'S PATENT HOLLOW RAILWAY AXLES. —For prices and terms, apply to SHORTBRIDGE, HOWELL, and Co., Hartford Steel Works, Sheffield; or Messrs. HARVEY and Co., 12, Haymarket, London.

CORNISH BORER STEEL.—Upwards of ONE HUNDRED AND SIXTY MINES are SUPPLIED with this STEEL, and the DEMAND for it is RAPIDLY INCREASING. —For terms, apply to R. MURPHY and Co., Forest Steel Works, near Coleford, Gloucestershire.

CYANOGEN STEEL, CAST STEEL, SHEAR STEEL, and IMPROVED FOREST L BLISTER STEEL supplied to order by ROBERT MURPHY and Co., Forest Steel Works, near Coleford, Gloucestershire.
Address to the Works, Coleford.

TO COAL OWNERS AND COKE BURNERS.
MACKWORTH'S PATENT COAL WASHER,
OR PURIFIER.—This MACHINE will EXTRACT the HAIR and ALL HEAVY IMPURITIES from SMALL COAL at a COST of TWOPENCE PER TON. —For particulars and references, apply to the makers, A. and T. FAT, Temple-gate Works, Bristol; or to Mr. Jos. RIDER, Basinghall-street, Leeds.

WIRE-ROPE TESTING.
PUBLIC TEST OF A. J. HUTCHINGS AND CO.'S PATENT
WIRE-ROPE, LIVERPOOL, FEBRUARY 27, 1861.
(From the *Daily Post* of March 1, 1861.)

On Wednesday, the 27th of February, a series of EXPERIMENTS on WIRE-ROPE took place at the Corporation Testing Works, King's Dock. The specimens tested were manufactured by the well-known firm of A. J. HUTCHINGS and Co., of Millwall, London, the Contractors to the Lords of the Admiralty and various foreign Governments, the character of whose rope is so well known in this country, as well as all parts of the Continent. Capt. Ducraft, of H.M.S. *Hastings*, and a number of other gentlemen connected with shipping, were present to witness the experiments, all of which were considered highly satisfactory, and in every respect sustained the reputation of the manufacturers. The following are the results of the experiments:—

An 8 in. rope bore 70 tons WITHOUT BREAKING.
Circumference and breaking strain.

2 1/2 tons 14 tons 20 tons 27 tons 29 tons 32 1/2 tons 45 1/2 tons
N.B.—The 2 1/2, 3, and 4 in. ropes were the sizes actually tested. The remaining sizes and strains are comparative.

THE ABOVE ROPES ARE FOR COLLIERY USE.

Size. Hutchings and Co.'s wire-ropes for ships' rigging. Tested Feb. 27, 1861. Newall and Co.'s Test of Oct. 29, 1860. Garnock, Bibby, and Co.'s Test, Oct. 29, 1860.

2 1/2 " 5 tons 15 cwt. — 7 tons 15 cwt. 8 tons 16 cwt.
3 " 11 " 14 " — — — — —
3 1/2 " 16 " 18 " — — — — —
4 " 22 " 28 " — — — — —
4 1/2 " 29 " 36 " — — — — —
5 " 37 " 45 " — — — — —

N.B.—The 2 1/2, 3, and 4 in. ropes were the actual sizes tested. The remaining sizes and strains are comparative.

The above tests certified by Mr. McDonald the Superintendent of the Corporation Testing Works, Liverpool.

TEST OF WIRE-ROPE AT LIVERPOOL.
The value of Messrs. Hutchings's statement, relative to a test of their manufacture, will be properly estimated when it is known that the ropes were brought down from London specially prepared for the purpose, and not taken promiscuously from their stock, as the samples tested in October were.

The following, extracted from the *Mining Journal* of November 10, 1860, shows the relative strength of the different makers' ropes on that occasion. The samples were brought privately, through disinterested parties, and tested before representatives from the manufacturers, reporters for the press, and a large number of gentlemen connected with mining and shipping in Liverpool:—

Size of rope tested. 3 1/2 inch. 2 1/2 inch.
Garnock, Bibby, and Co.'s broke at 18 tons 5 cwt. 8 tons 16 cwt.
R. S. Newall and Co.'s 16 " 10 " 7 " 15 "

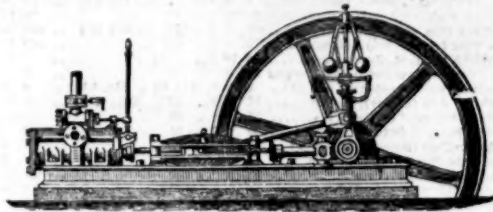
A. J. Hutchings and Co.'s 11 " 10 " 5 " 0 "

Messrs. Hutchings's samples were from 1-16 to 3-16 over size.

From this it will be seen that the breaking point of Garnock, Bibby, and Co.'s ropes were on the average 18 per cent. over the guaranteed strain, while those of Hutchings and Co. were 30 per cent. below it.

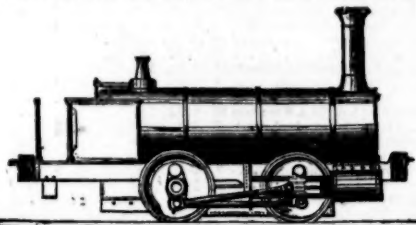
GARNOCK, BIBBY, AND CO.
SWAN HEMP AND WIRE-ROPE WORKS, CHAPEL STREET, LIVERPOOL.
FLAT and ROUND WIRE-ROPE OF STEEL and CHARCOAL IRON FOR MINES, INCLINES, &c., of FIRST QUALITY WIRE and HIGHEST STANDARD of STRENGTH.

MESSRS. E. PAGE AND CO.,
VICTORIA WORKS, BEDFORD,
AND LAURENCE POUNTNEY PLACE, CANNON STREET, LONDON,
MANUFACTURERS OF



HIGH PRESSURE STEAM ENGINES,
from 2 1/2 to 30 horse power, and upwards, adapted for MINING and GENERAL PURPOSES.
Prices and full particulars sent on application.

LOCOMOTIVE, STATIONARY, AND PORTABLE
STEAM ENGINES.
CONTRACTORS' WAGONS, DOBBIN CARTS, BARROWS, and
EVERY DESCRIPTION OF RAILWAY and CONTRACTORS' PLANT, &c.



CHEAP LOCOMOTIVES for MINERAL RAILWAYS and OTHER PURPOSES.
HUGHES and MARSH, ENGINEERS and MANUFACTURERS OF RAILWAY PLANT, and EVERY KIND of MACHINERY,
FALCON WORKS, LOUGHBOROUGH.

These engines are exceedingly useful in all cases where heavy loads have to be carried up steep inclines. They are fitted in the best style, and with every requisite. Messrs. HUGHES and MARSH, Falcon Works, Loughborough; or E. EDWARDS, Esq., C.E., 13, Beaufort-buildings, Strand, London.

MAKERS of the IMPROVED HORSE ENGINE, by which full power of the horses is given out without friction. It is applicable in all cases where horse power is required.

SECOND HAND PORTABLE STEAM ENGINES.
CLAYTON, SHUTTLEWORTH, AND CO.,
AGRICULTURAL and GENERAL ENGINEERS,
LINCOLN, and 18, LOMBARD STREET, LONDON.

MANUFACTURERS OF
PORTABLE and FIXED STEAM
ENGINES,
From 4 to 20 horse power.
Price lists sent gratis
on application.

Which are adapted for every purpose to which steam-power can be applied. When intended for winding they are fitted with reversing link motion and requisite gearing. The portable engines are easy of removal from place to place, and may be set to work immediately on arrival.

COMBINED THRASHING MACHINES,
Which dress the corn ready for market at one operation.

GRINDING and MORTAR MILLS, SAWING MACHINERY, PUMPS for IRRIGATION and MINING PURPOSES.

Full particulars and estimates supplied on application to CLAYTON, SHUTTLEWORTH, and Co., as above.

MESSRS. KNOWLES and BUXTON, CHESTERFIELD,
MANUFACTURERS OF PATENT TUBULAR TYRES.

Having been very successful in MANUFACTURING and REPAIRING the PATENT TUBULAR TYRES, and securing our patent for a further term of years, we have great pleasure in offering them to the public, at a considerable REDUCTION IN PRICE.

Our manner of repairing will make them as LARGE and GOOD AS WHEN NEW (which is not the case with the ordinary tyre) for half the first cost, when there is not more than two coils destroyed at the nozzle, all parties returning their carriage paid, and are confident they will be the cheapest and best ever offered to the mining world.

THE PATENT TUBULAR TYRES having maintained a most honourable reputation since their introduction, and been thoroughly proved to answer all the purposes set forth by the proprietors (when properly treated), it is, therefore, deemed unnecessary to publish a list of the patrons, or enumerate cases of their success. Although by such a procedure very much might be said in their favour, yet the readers would never be so fully convinced of their sterling worth as by a practical trial.

The future scale of prices will be as follows, including sockets:—

No. 1 Tyre, 16 in. long 28s. each.
No. 2 " 18 " 32s. "
No. 3 " 20 " 36s. "
No. 4 " 22 " 40s. "
No. 5 " 24 " 44s. "

Delivered at Chesterfield station. Terms, nett cash quarterly.

PATENT PLUMBAGO CRUCIBLES.
The crucibles manufactured by the PATENT PLUMBAGO CRUCIBLE COMPANY have been in successful use for many years by some of the largest ENGINEERS, BRASSFOUNDERS, and REFINERS in this country and abroad. The great SUPERIORITY of these melting pots consists in their capability of melting on the average 35 to 40 pourings of the most difficult metals, and a still greater number of the ordinary character, some of them having actually been worked for the EXTRAORDINARY number of 96 heats. They are unaffected by change of temperature, never crack, and become heated much more rapidly than any other kind, thereby SAVING more than FIFTY PER CENT. in fuel, time, and labour. Lasting as they do for such a length of time, the saving of waste is also very considerable.

The company have recently introduced a CRUCIBLE SPECIALLY ADAPTED FOR MALLEABLE IRON MELTING, the average working of which has proved to be about seven days.

CRUCIBLES for STEEL MELTING are also made, which save nearly 1 1/2 ton of fuel to every ton of steel fused.

The Patent Plumbago Crucible Company likewise manufacture and import clay crucibles, muffles, portable furnaces, &c., stove backs, all descriptions of fire-standing goods, and every requisite for the assayer and dentist.

For lists, testimonials, &c., apply to the Patent Plumbago Crucible Company, Battersea Works, London, S.W.

WOTHERSPOON'S SCOTCH WHISKEY can now be supplied genuine as in Scotland, at WOTHERSPOON, MACKAY, and CO.'S, 66, QUEEN STREET, E.C., in single bottles, or in quantity, price 8s. 8d. per bottle; 42s. per dozen.

SPAIN AND FRANCE.
Spain is determined to share the advantages resulting from an extended commercial intercourse with England. The Vintage Wine Company import Spanish wines at such prices as to induce customers to give the preference to sherry instead of to the light wines of France. —*Court Circular*.

Not only excellent in quality and flavour, but remarkable for cheapness—18s. per dozen for a genuine mild sherry for the dinner table. —*Sun*.

A pure, sound, and palatable wine, and far more fitted for our climate than the thin acid clarets of France. —*Press*.

A really good sherry. —*Morning Star*.

XERES COMIDA SHERRY,
Soft, fine body, and 2400, and genuine.
Eighteen Shillings per dozen. Pale, Twenty Shillings per dozen.

Quite equal to that for which we have been accustomed to give 60s.—*Atlas*. Extraordinary for the money, and that no man need be ashamed to put on his table. —*Mark Lane Express*.

TERMS:—Cash only. Country orders must contain remittances. Town orders to be paid for on delivery.

CARRIAGE.—Orders of two dozen and upwards carriage paid to any railway station in England.

SAMPLES.—Samples of the wines forwarded on receipt of eighteen postage stamps. Bottles, &c., charged at cost price, but not returnable.

MODE OF REMITTANCE.—By Post-office order, payable at the General Post-office, London; or by cheque, crossed to the Bank of London.

N.B.—In either case the order or cheque to be made payable to the Vintage Wine Company. Vintage Wine Company. Importers of Spanish wines.
WEST END OFFICES.—14, BLOOMSBURY STREET, LONDON, W.C.

THE MINING SHARE LIST.

DIVIDEND MINES.				
Shares.	Mines.	Paid.	Last Pr.	Business.
4000	Bedford United (copper), Tavistock	2 6 8.	5 1/4	4 1/4
240	Boscon (tin), St. Just	10 0.	60	
200	Botalack (tin), St. Just	91 5 0.	240	240 250
1000	Carn Brea (copper), Illogan	15 0 0.	80	
2048	Carnyorth (tin), St. Just	10 0 0.	1 1/4	
300	Cefn Cwm Brwyno (lead), Cardiganshire	83 0 0.	33	
80000	Concorree (copper), Sulphur [L. £11.]	1 0 0.	31 6 1/2	31 6 1/2
2450	Cook's Kitchen (copper), Illogan	17 0 0.	29 1/2	29 1/2
150000	Cropper Mines of England	100 0 0.	25	
1055	Craddock Moor (copper), St. Cleer	8 0 0.	25	
867	Cwm Erddin (lead), Cardiganshire	7 10 0.	21	
128	Cwmystwith (lead), Cardiganshire	60 0 0.	200	
280	Dewent Mines (all-lead), Durham	300 0 0.	180	
1024	Devon Gt. Cons. (cop.), Tavist. [S. E.]	1 0 0.	375	360 370
358	Dolcoath (copper), tin, Camborne	128 17 6.	550	
3000	Dyffrynwm (lead), Wales	12 6 0.	10	
512	East Bassett (cop.), Redruth [S. E.]	39 10 0.	65	55 60
6144	East Caradon (copper), St. Cleer [S. E.]	2 14 0.	29	27 1/4 28 1/4
800	East Dore (lead), Cardiganshire	32 0 0.	45	
1400	Evan Mining Co. (lead), Derbyshire	5 0 0.	5	
4000	Fowey Consols (copper), Trewartha	4 0 0.	5	
2800	Foxdale (id.), [L. £2500 £25 pd., 340 £15 pd.]	85		
8000	Frank Mills (lead), Devon	3 15 6.	4 1/4	
6000	Great South Wales [S. E.], Redruth	0 14 6.	4 1/2	3 1/2 4
1798	Great Wheel Fortune, Breage	0 16 6.	13	12 13
5008	Great Wh. Vor (tin, cop.), Helston [S. E.]	40 0 0.	7	6 1/2 7
1024	Herodotus (id.), near Liskeard [S. E.]	8 10 0.	39	38 39
1000	Hibernian Mine Company	92 6 0.	27 1/2	
140	Levant (copper), tin, St. Just	2 14 0.	25	
1000	Lisburne (lead), Cardiganshire, Wales	18 15 0.	110	
9000	Maiden Valley (copper), Cardon	4 10 0.	10 1/2	10 1/2
6000	Mendip Hills (lead), [L.], Somerset	8 18 0.	1 1/2	
1800	Minera Mining Co. [L.], [id.], Wrexham	25 0 0.	170	
20000	Mining Co. of Ireland (cop., lead, coal)	7 0 0.	15 1/2	15 1/2
640	Mount Pleasant (lead), Mold	4 0 0.	35	
6000	New Birch Tor and Viller Consols	1 6 6.	2 1/4	
6000	North Downs (copper) Redruth	2 3 4.	5 1/2	4 1/2 5
1868	North Gambler, Redruth	2 7 6.	6	
6000	North Great Wh. Breage	0 14 6.	1 1/2	
6000	North Lead, Flintshire	0 0 0.	1 1/2	
6400	Par Consols (cop.), St. Blazey [S. E.]	1 2 6.	7 1/4	7 1/4 7 3/4
200	Parys Mines (copper), Anglesey [L.]	60 0 0.		
200	Phoenix (copper), tin, Llanfyllter	100 0 0.	455	
1772	Polberro (tin), St. Agnes	5 0 0.	5	
1120	Providence (tin), Ury Lelant [S. E.]	10 6 7.	41	39 40
16	Rhosmor	60 0 0.		
612	South Caradon (cop.), St. Cleer [S. E.]	1 0 0.	340	332 1/2 337 1/2
612	South Tolgus (cop.), Redruth, Cornwall	8 0 0.	45	45 47 1/2
498	South Wheel Fortune, Illogan [S. E.]	18 10 0.	25	95 100
6000	Spargue Moor (tin), St. Just	91 17 6.	45	
610	St. Ives Consols (tin), St. Ives	4 0 0.	32 1/2	
6000	Tamar Cons. (all-ld.), Beeralston [S. E.]	4 10 0.	1 1/2	
6000	Tincroft (cop., tin), Pool, Illogan [S. E.]	9 0 0.	8	7 1/2 8
572	Trellyn Consols (tin), St. Ives	11 10 0.	16	
200	Trumpet Consols (tin), near Helston	87 10 0.	100	
1024	Wendron Consols (tin), Wendron	11 13 10.	10 1/2	10 1/2
6000	West Bassett (copper), Illogan [S. E.]	1 10 0.	14 1/2	14 15
60	West Burton Hill (lead), Yorkshire	60 0 0.		
1024	West Caradon (cop.), Liskeard [S. E.]	8 0 0.	53	50 52
265	West Dore (lead), [id.], Kenwyn, Ken	87 0 0.	52 1/2	
6400	West Fowey Consols (tin and copper)	7 0 0.	3 1/2	
400	W. Wh. Seton (cop.), Camborne [S. E.]	47 10 0.	300	290 300
512	Wheel Bassett (copper), Illogan [S. E.]	5 2 6.	85	75 80
256	Wheel Buller (cop.), Redruth [S. E.]	8 0 0.	60	75 80
2000	Wh. Clifford Amalgamated (cop.), Gwennap	30 0 0.	31	31 32
2000	Wheel Falmouth and Sperris	2 5 0.	8	
128	Wheel Friendship (copper), Devon	60 0 0.	90	
612	Wheel Jane (silver-lead), Ken	3 10 0.	18	
1024	Wheel Kitty (tin), Ury Lelant [S. E.]	1 7 2.	6 1/2	
4000	Wheel Ludcott (lead), [id.]	18 10 0.	2 1/2	2 1/2
896	Wh. Margaret (tin), Ury Lelant [S. E.]	9 17 6.	45	
100	Wheel Mary (tin), Lelant	38 2 6.	440	
1024	Wh. Mary Ann (id.), Menheniot [S. E.]	8 0 0.	17	16 17 x 4
80	Wheel Owles, St. Just, Cornwall	70 0 0.	300	
396	Wheel Seton (tin), Camborne	58 10 0.	130	128 130 x d.
6000	Wicklow (cop.), [L.], Wicklow	5 0 0.	58 1/2	43 17 6. 2 0 Oct. 1861

(* Dividends paid every two months. † Dividends paid every three months.)

MINES WITH DIVIDENDS IN ABEYANCE.

Shares.	Mines.	Paid.	Last Pr.	Business.
700	Aberdovey (silver-lead), Merioneth	1 10 0.	30	
5120	Alfred Consols (cop.), Phillack [S. E.]	3 8 6.	14s.	14s. 15s.
1624	Baileyside (tin), St. Just	11 10 0.	12	
1200	Brightside & Froggatt Grove, Derbyshire	18 10 0.	25	
200	Bryndford Hall (lead), Flintshire	18 10 0.	25	
2500	Central Miners (lead), [L. £5.]	0 15 0.	5 1/2	
6000	Charlotte United, Fernantheos	2 13 2.	21s.	21s.
2000	Collocamp (copper), Lamerton	5 0 0.	12	
256	Condurow (cop., tin), Camborne	30 0 0.	60	55 60
256	Copper Hill (copper) Redruth	48 0 0.	110	97 1/2 102 1/2
4076	Devon and Cornwall (copper)	8 8 6.	6	
672	Ding Dong (tin), Guv	39 2 6.	15	
18800	Drake Walls (tin, copper), Calstock	2 1 0.	1	18s. 20s.
2048	East Falmouth (all-ld.), Kenwyn, Ken	18 10 0.	25	
128	East Pool (tin, copper), Pool, Illogan	24 5 0.	240	
2048	East Wheel Lovell (tin), Wendron	2 18 6.		
6000	General Mining Co. for Ireland (cop., id.)	4 0 0.	5 1/2	5 1/2 5 1/2
486	Gambler and St. Aubyn (cop.) [S. E.]	48 10 0.	20	18 20
110	Great Work (tin), Gernoe	100 0 0.	110	
200	Harward United (lead), Flintshire	40 0 0.	10	
6000	Hingston Down Cons. (cop.), Cal. [S. E.]	4 19 0.	4	3 1/2 4
8000	Kelly Bay (lead, copper), Callington	4 8 0.	21s.	
20	Laxey Mining Company, Isle of Man	100 0 0.	1200	
470	Newtown Mining Co., Co. Down	10 0 0.	35	
700	North Rose (copper), Camborne	18 0 0.	15	18 20
612	Rosewarne United (cop., tin), Gwennap	19 6 4.	20	
12000	Sordridge Cons. (cop.), Whitechapel [S. E.]	0 16 0.	13s.	13s. 14s.
128	South Crinins (copper), St. Austell	19 0 0.	285	
20000	St. Day United (tin and cop.), Redruth	2 7 0.	3 1/2	3 1/2
6000	Tolvadden (copper), Marazion	0 0 0.	2	
20000	Val of Towry (lead), Carnarvon [S. E.]	0 13 6.	1 1/2	
1024	West Providence (tin), St. Erth	16 15 0.	3 1/2	
240	Wheel (tin), St. Just	15 0 0.	16	
4096	Wheel Edwinstow (cop.), Calstock [S. E.]	7 6 6.	2 1/2	3 1/2 3 1/2
1024	Wheel Grylls (tin), Fernantheos	4 16 6.	16 1/2	14 14 1/2
8000	Wheel Kitty (tin), St. Agnes	4 16 6.		
345	Wheel Lovell (tin), Wendron	33 0 0.	7	
1024	Wheel Margery (tin, copper)	15 13 0.	9	
1040	Wh. Trelawny (all-ld.), Liskeard [S. E.]	5 17 0.	17	16 17
1022	Wheel Tremayne (tin, cop.), Gwennap	13 2 6.	5	

FOREIGN MINES.

Shares.	Mines.	Paid.	Last Pr.	Business.
2464	Burra Burra (cop.), South Australia	5 0 0.	116	
10000	Cobre Copper Co. (cop.), Cuba [S. E.]	40 0 0.	37	35 37
10000	Copiapu Mining Company, Chile [S. E.]	16 0 0.	8	
18000	East Indian Coal, Calcutta [L.]	10 0 0.	10	
70000	English and Australian [S. E.]	5 0 0.	3 1/2	
25000	Gen. Mining Assoc., Nova Scotia [S. E.]	20 0 0.	24	
60000	Kapunda Mining Co., Australia [S. E.]	1 0 0.	2 1/2	
15000	Linares (id.), Pozo Ancho, Spain [S. E.]	3 0 0.	8	
10000	Lusitanian (of Portugal) [S. E.]	2 0 0.	2 1/2	
108615	Maricao and New Granada [S. E.]	1 0 0.	4 1/2	
100000	Port Phillip (gold), Victoria [S. E.]	1 0 0.	1 1/2	1 1/2 1 1/2
11000	St. John del Rey [L.], Brazil [S. E.]	15 0 0.	49	48 49
20000	West Canada Mining Company [L.]	1 0 0.	1 1/2	

FOREIGN MINES WITH DIVIDENDS IN ABEYANCE.

Shares.	Mines.	Paid.	Last Pr.	Business.
10000	Alten and Quenangen (cop.) [L. £5.]	4 10 0.	3	
10000	Gt. Barrier Lead, Min. & Co., N. Ze. [L. £5.]	4 10 0.	3 1/2	
10000	Pontgibaud (all-lead), France [S. E.]	20 0 0.	4	
43174	Unit. Mexican (all-ld.), Mexico [S. E.]	28 5 0.	8 1/2	7 1/4 7 1/4
30000	Australian (copper), South Australia [S. E.]	7 7 6.	1	
75000	Bon Accord, South Australia (copper) [L. £1] [S. E.]	0 17 6.	1 1/2	1 1/2 1 1/2
6000	Central American (silver) [L.]	6 0 0.	12	
17000	Central Italian (copper) [7000 £2 paid]	0 6 0.		
60000	Cleveland Consols (copper), Jamaica [S. E.]	0 17 6.	3 1/2	
10000	Copiapu Smelting [L.], Chile	10 0 0.	8 1/2	
7500	Dun Mountain (copper), New Zealand [L. £1] [S. E.]	1 0 0.	1 1/2	1 1/2 1 1/2
25000	East del Rey, Brazil [L. £3]	1 0 0.	1 1/2	1 1/2 1 1/2
30000	East Kongsberg Native Silver Mining Co. of Norway [L. £5]	1 0 0.	1 1/2	
8000	Ellerslie and Barrow, Jamaica	0 18 0.	1 1/2	
8000	English and Canadian Mining Company [L.]	5 0 0.		
25000	Fortuna (lead), Spain [L. £1] [S. E.]	2 0 0.	2 1/2	
80000	Great Northern (copper), South Australia [L. £2] [S. E.]	1 0 0.	1 1/2	1 1/2 1 1/2
4000	Gold Silver-Lead and Copper Mining Co. [L.], Jamaica	25 0 0.		
60000	Imperial Consols (lead, &c.), Thessaly [L. £1]	0 10 0.	3 1/2	
30000	Lagunazo (sulphur, copper), Portugal [L. £1]	0 15 0.	3 1/2	
60000	New Granada (gold), South America [S. E.]	1 0 0.	1 1/2	
10000	New Grand Duchy of Baden (silver-lead), near Freiburg	1 0 0.	1 1/2	
60000	North Rhine Copper of South Australia [L. £1] [S. E.]	0 15 0.	3 1/2	
15000	Pachuca Silver Mining Company, Mexico [L. £1]	0 10 0.	1 1/2	
80000	Scottish Australian Mining Company [L. £1]	0 10 0.	1 1/2	1 1/2 1 1/2
15000	South Europe Mining Company, Spain [L. £5]	3 0 0.		
50000	St. John's United (copper), lead, Newfoundland [L.]	1 0 0.	1 1/2	
45000	Victor Emanuel, Italy [L.] [20,000 Pref. Shares, 25,000 £1 pd.]	1 0 0.	1 1/2	
1000	Western Africa Malachite (copper) [L.]	110 0 0.		
12000	Wheel Eilen, South Australia [L. £5]	4 0 0.	4 1/2	
25425	Wheel Jamaica (copper)	1 0 0.	1 1/2	
80000	Worthing (copper), South Australia [L.] [S. E.]	1 0 0.	1 1/2	

PROGRESSIVE MINES.

Shares.	Mines.	Paid.	Last Pr.	Bus. done.	Last Call.
4925	Abbey Consols (id.), Cardigan	2 7 0.	1		Nov. 1860
1000	Allt-y-Crib (lead) [L. £5]	2 8 6.	2		June, 1861
10000	Anagnarrack (copper), Phillack	1 1 6.	1 1/2		June, 1859
1000	Ashburton United (cop., tin)	14 0 0.	14 1/2		Oct. 1861
10000	Bampfley (copper), Devon	0 18 0.	4		Aug. 1860
4000	Bedford Consols (copper)	2 0 0.	3 1/2		Oct. 1861
2000	Berehaven (copper), Ireland	1 0 0.	1 1/2		
6000	Bickerton (copper) [L.]	1 0 0.	3 1/2		Sept. 1861
7500	Bickleigh Vale Phoenix [L.]	2 0 0.	2 1/2		Fully paid
200	Billins (lead) [L. £30]	20 0 0.	20	15 20	Feb. 1861
10000	Borlase Cons. (tin), St. Just [L.]	1 0 0.	—		Fully paid
1248	Boscawell (tin), Penzance	6 5 0.	8		Dec. 1860
2280	Boscawell (tin, cop.), St. Austell	6 15 0.	4		Sept. 1860
160	Bosorne & Hollowell, St. Just	6 5 0.	10		Dec. 1860
6000	Bosworth (tin), Saneed	1 0 0.	1 1/2		June, 1860
5000	Bottle Hill (tin), Plymouth	1 0 0.	14s. 12s. 14s.		
12000	Brea Cons. (tin), St. Ives [L. £30]	1 3 0.	22s.		Oct. 1861
5000	Bronford (id.), Cardigan [L.]	2 4 0.	4 1/2		Nov. 1861
112	Bron-Haugh (id.), Denbighshire	20 0 0.	20		No call.
5120	Brynmor (id.), Cardiganshire	1 5 0.	2 1/2		Oct. 1861
500	Bryn Gwlog (lead), Flint	5 0 0.	25	27 1/2 28 1/2	Oct. 1861
2000	Bryntall, Llandidloes, Montgo	5 7 0.	4		Aug. 1861
5450	Budnick Consols (tin), Perran	1 8 0.	3 1/2		Oct. 1861
3000	Buller and Bassett Unit. (cop.)	3 7 6.	1 1/2		Oct. 1861
2448	Bwlch (all-ld.), Cardiganshire	4 9 0.	2 1/2		Nov. 1861
4968	Calstock Consols (copper)	5 10 0.	0		Dec. 1860
915	Cambridge (copper), Camborne	12 5 0.	7 1/2	6 1/2 7 1/2	Mar. 1861
1000	Camborne Consols (copper)	16 10 0.	8		June, 1861
4600	Camborne Vein & Wh. Francis	17 14 6.	2 1/2		Oct. 1861
914	Caradon Cons. (cop.), St. Cleer	23 7 0.	12 1/2		Dec. 1861
1000	Cardigan Consols [L. £10]	7 0 0.	9		Mar. 1861
916	Carlisle (silver-lead), Newlyn	15 8 7.	15	14 15	Sept. 1861
6000	Carn Camborne	0 7 0.	1	1 1/2	May, 1861
4200	Carnegie (id.), Mawgan	1 3 0.	16s.	3 1/2	June, 1861
3000	Carn Vivian (tin, cop., lead)	2 1 6.	2 1/2		Nov. 1861
7000	Carnack Dews	2 16 0.	1		April, 1861
3000	Carvannall (cop.), Gwennap	21 13 0.	3		Dec. 1860
20000	Castelfort (tin), St. Ives [L. £30]	1 0 0.	8s.		Nov. 1861
10000	Castleward, Ireland [L. £1]	0 15 0.	15s. 6d.		Mar. 1861
2000	Cefn Cilisen (lead), Flintshire	1 5 0.	1		Sept. 1861
4000	Cila United (all-ld.), [L. £3]	2 5 0.	1 1/2		Oct. 1861
984	Ciljiah & Wentworth (tin, cop.)	28 0 0.	6		May, 1861
6000	Clinton and Edgecombe United	1 0 0.	1 1/2		Oct. 1860
3135	Coed Mawr Pool (lead) [L.]	4 7 0.	4		June, 1861
2560	Colomendy (lead), near Mold	1 0 0.	21s.		No call.
5000	Cornubia (tin), Roche	1 0 0.	1 1/2		Oct. 1861
10000	Craigton (id.) [L. £1], Kirkeud.	0 10 0.	3 1/2		June, 1861
875	Craze (copper), Camborne	11 0 0.	0		Nov. 1861
3000	Crawford (tin), St. Austell	0 10 0.	0	8s. 5s.	Nov. 1861
12000	Crelake (cop.), Tavistock	0 10 0.	0		No call.
8000	Crookhaven (lead), [L. £2 1/2]	1 0 0.	6s. 6d.		Mar. 1861
2000	Crowlwyn (lead), Llandidloes	1 10 0.	0		No call.
6000	Crowndale (cop.), Tavistock	0 11 0.	3		Nov. 1861
6000	Cudra (cop., tin), St. Austell	2 9 0.	2 1/2	2 1/2	Nov. 1861
21000	Dale, North Staffordshire [L.]	1 0 0.	1		Fully paid
4817	Devon and Courtenay (cop.)	1 11 0.	11s.		Oct. 1861
5000	Devon Great Wheel Ellen	2 0 0.	—		Mar. 1861
12000	Dev. New Copper Co. [L. £2]	0 15 0.	0		Oct. 1861
12000	Devon United Copper [L. £1]	3 15 0.	0		Dec. 1861
4566	Devon Wheel Buller (cop.)	6 12 0.	7 1/2		Mar. 1861
1000	Durio (tin), Lelant	1 0 0.	2 1/2		June, 1861
2000	Dolcoath United [L. £2]	1 0 0.	2 1/2		June, 1861
3000	Dulta (tin) [L. £1]	—	1		
244	Eaglebrook (lead.), Cardigan	77 10 0.	16		Oct. 1861
600	East Abraham, Crowan	7 10 0.	7 1/2	7 1/2 7 1/2	Oct. 1861
4096	East Alfred Consols (copper)	3 19 11.	1 1/2		Dec. 1861
5000	E. Beam (tin), St. Aus. [L. £2]	0 16 0.	2 1/2		Nov. 1861
6000	E. Bertha Cons. (cop.), Tavist.	0 17 0.	1 1/2		July, 1861
4000	E. Bodnick (tin), Mawgan	1 10 0.	1 1/2		May, 1861
6000	East Carn Brea (cop., Redruth)	3 11 0.	9 1/2	9 1/2	Oct. 1861
6400	East Crinnis and South Par.	2 11 6.	2		Sept. 1861
6000	East Damsel	1 10 0.	1 1/2		Sept. 1861
4000	East Devon Co. Consols (cop.)	0 13 6.	2 1/2	1 1/2 2	Sept. 1861
4000	East Fowey (cop.) [L. 50s.]	1 5 0.	1 1/2		June, 1861
6000	E. Grenville (cop.), Camborne	0 19 6.	1 1/2	29s. 31s.	Oct. 1861
4000	E. Gunnis Lake & S. Bedf. (cop.)	6 10 6.	3 1/2		Oct. 1861
12000	East Mona (cop., acc.) [L. £1]	0 5 0.	0		May, 1861
8000	East Polborno, St. Agnes	0 5 0.	1 1/2		May, 1861
6000	East Providence (tin), Wey. Lel.	2 8 0.	2 1/2		Nov. 1861
6000	E. Roseward (tin, cop.), Wey. Lel.	0 10 0.	1		Aug. 1861
5000	E. R. Seawear (cop., tin), Gwinn.	2 12 0.	1 1/2	1 1/2	Sept. 1861
1122	East Seton, Camborne	0 3 0.	—		Oct. 1861
258	East Tolguac (copper), Redruth	63 0 0.	30		Oct. 1861
1000	E. Trefusis (cop.), Gwennap	7 14 7.	1		Sept. 1861
1024	E. Trekerby (cop.), Redruth	3 10 0.	2	1 1/2 2	July, 1861
1190	E. Wheel Agar (cop.), St. Cleer	8 7 0.	2 1/2		July, 1861
6000	E. Wh. Ellen (all-ld.), St. Ives	0 10 0.	3 1/2		July, 1861
6000	E. Wh. Russell, Tavis. [S. E.]	7 7 0.	3 1/2	3 1/2 3 1/2	July, 1861
5700	E. W. Russell, Tavis. [S. E.]	7 7 0.	3 1/2	3 1/2 3 1/2	Nov. 1861
6000	Fowey and Par Unit. St. Blaiz.	0 10 0.	1 1/2		Nov. 1861
5000	Furdon (cop.), Okham [L. £30]	1 7 6.	2 1/2		Oct. 1861
6000	Furze Hill Wood Cons., Buckl.	0 5 0.	1 1/2		June, 1861
114	Garden (tin), Morvah	22 0 0.	24		June, 1861
1000	Garreg (tin), Flint	4 10 6.	1 1/2		Nov. 1861
4000	Gawton (copper), Tavistock	1 13 0.	0		Oct. 1861
1024	Gellifowler (id.), Holywell	0 2 6.	5s. 6d.		June, 1861
6000	Gernick (copper), Crowan	0 11 0.	1 1/2		Sept. 1861
4892	Goginan (all-ld.) [1900 £12 1/2, 1899 £2]	2			Dec. 1861
6000	Gouanema (copper), St. Cleer	2 6 0.	1 1/2		Oct. 1861
2000	Goonston, St. Austell	3 2 6.	4		Feb. 1861
5000	Great Brigan	0 7 0.	2 1/2		June, 1861
4096	Great Caradon (cop.), St. Ives	1 11 0.	0	7s. 3 1/2 14	Nov. 1861
6000	Gr. Crinnis (cop.), St. Austell	2 9 0.	1 1/2	1 1/2 1 1/2	Oct. 1861
6000	Great North Downs	0 10 0.	1 1/2	1 1/2	Dec. 1861
10104	Great Onslow Cons., Camelfd.	3 10 9.	3 1/2		Dec. 1861
6000	Gr. Retailack (all-ld., blende)	0 19 0.	17s. 13s. 16s.		Oct. 1861
47000	Gr. Tregone Cons. [40,000 £2 1/2, 7000 £2 1/2]	—	—		Aug. 1861
6000	Great Trevadock (copper)	0 14 0.	3 1/2	22s.	Jan. 1861
4000	Great Tywardreath (cop.) [L. £5]	14 12 6.	6s.		July, 1861
5120	Great Wheel Alfred [S. E.]	14 12 6.	6s.		July, 1861
3730	Great Wheel Badden (tin)	5 13 0.	3 1/2		Oct. 1861
6000	Gt. Wh. Busy (cop., tin), Ken.	13 0 0.	5 1/2		Mar. 1861
12500	Great Wh. Martha (cop.) [L.]	1 0 0.	26s. 24s. 26s.		Fully paid
10240	Gunnis Lake (Clitters) Adit.	0 20 0.	3 1/2		Oct. 1861
5000	Gurlyng (cop., tin), St. Erth	1 14 3.	3 1/2		Oct. 1861
8634	Gwyllyr Park Cons., Llanrwst	0 16 6.	9s.		Oct. 1861
6400	Harwood (id.), Durham [L. £1]	0 3 6.	3 1/2		July, 1861
7218	Harwoodmoor (tin, cop.) Calstock	0 6 6.	3 1/2		July, 1861
1000	Holmbush (copper), Cornwall	50 0 0.	50		Sept. 1861
6000	Huckworthy Bridge (copper)	0 19 6.	1 1/2		Oct. 1861
40	Imperial Silver-Lead, Dolegely	25 0 0.	30		Mar. 1861
6000	Kadwick (lead), Portiscale	5 0 0.	1 1/2		July, 1861
6000	Leath (copper), [S. E.]	1 12 6.	3s. 13s. 15s.		July, 1861
3000	Lead Eliza (id.), Carm. [L. £3]	2 8 0.	3 1/2		June, 1861
1019	Leeds & St. Aubyn (tin, cop.)	15 12 3.	4		Mar. 1861
963	Lelant Cons. (tin), Ury Lelant	32 10 0.	2 1/2		Oct. 1861
1000	Llanhar (silver-lead) [L.]	6 0 0.	0		Fully paid
2000	Llywmares (id.), Card. [L. £3]	1 0 0.	1 1/2		Sept. 1861
600	Low Rake (copper), Cornwall	11 0 0.	14s. 13s. 14 1/2		Nov. 1861
2000	Lyzer Park Denbighshire (cop.)	4 0 0.	15s.		Nov. 1861
6000	Maudlin Mines	—	2 1/2		
4540	Merrilyn (lead), Flint	3 12 6.	3 1/2		Nov. 1861
22000	Merryfield (lead) [L.]	0 12 0.	4s.		May, 1861
3400	Michell (lead), Flint	0 2 6.	9s.		Nov. 1861
16000	Mold (lead), Flint. [L. £1]	0 17 0.	7 1/2		Jan. 1861
6411	Molland (cop.), S. Moulton	2 8 0.	2s.		July, 1861
8000	Nance Valley	0 5 0.	1		Aug. 1861
1200	Nantawes (tin, copper), Kes.	4 0 0.	3 1/2		Aug. 1861
6000	Nantawes and Cornhill [L.]	4 0 0.	3 1/2		June, 1861
2400	Nant-y-Iago (id.), Merioneth	3 0 0.	2 1/2		Mar. 1861
280	Nant-y-Mines (id.), Merioneth	20 0 0.	—		Fully paid
6400	Nether Heath (lead), Duffon	0 16 6.	1 1/2		April, 1861
6400	N. Crow Hill (id.), St. Stephen	2 0 6.	1 1/2		Oct. 1861
4540	New E. Wh. Russell, Tavistock	0 4 0.	2 1/2		Aug. 1861
2000	New Treleigh Cons., Redruth	1 11 0.	1 1/2		Oct. 1861
2000	New Wheel Clifford (copper)	0 6 0.	3 1/2		Mar. 1861
6144	New Wheel Frances, Crowan	0 18 0.	3 1/2		Mar. 1861
3000	New Wheel George, Crowan	0 18 0.	3 1/2		June, 1861
400	New Wh. Seton (cop.), Camb.	13 10 0.	47 1/2	45	May, 1861
2300	New Wh. Veton & E. Wh. Mel.	9 10 0.	—		July, 1861
2500	N. Wh. Vaddon (tin), Marazion	1 2 6.	1 1/2		Nov. 1861
6000	Nidderdale (id.), Yorks. [L. £1]	0 15 0.	0		Jan. 1861
90	N. Budnick (tin, id.), Perranz	1 10 0.	40		No call.
4000	N. Budnick and West Mount	0 8 0.	3 1/2		
1024	North Buller (cop.), Redruth	21 7 6.	3 1/2	3 1/2	Nov. 1861
2000	North Cliff (cop.), Gwennap	0 5 0.	3 1/2		Nov. 1861
20000	North Devon (all-ld.) [L. £1]	0 8 0.	11s.		Oct. 1861
1000	North Dolcoath (cop.), Camborne	0 14 0.	6 1/2		Aug. 1861
1000	North Fortescue	1 14 0.	2		Oct. 1861
6000	North Frances, (cop.) [S. E.]	13 8 0.	3 1/2	3 1/2	June, 1861
2500	N. Hafod (all-ld.), Car. [L. £2]	0 10 0.	—		Sept. 1861
8000	N. Hallenbeane (tin, cop.) [L.]	0 12 6.	1 1/2		Oct. 1861
2000	North Jane (tin, silver-lead)	3 5 0.	2 1/2		Sept. 1861
6000	North Kit Hill (tin, copper)	0 2 6.	3 1/2		Sept. 1861
6000	N. Lacey (id.) of Man [3600 £2, 2400 £1 1/2]	6 16 6.	6		June, 1861
2000	N. Levant (tin, cop.), St. Just	0 16 6.	6		Aug. 1861
10000	North Miners (lead) [L.]	1 0 0.	25s. 21s. 23s.		April, 1861
1000	North Newnham (tin), Cornwall	0 8 0.	6 1/2		Nov. 1861
6000	North Porthilly (all-ld.)	0 14 0.	3 1/2		Nov. 1861
4096	North Rosewayne, Grinnar	0 4 6.	4s. 6d.		Dec. 1861